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HISTORICAL SKETCHES OF BRITISH COMMERCE.—No. 3.

A. D. 1400—1600.

During the period embraced in the fifteenth and sixteenth centuries, the commerce of England advanced with rapid strides. Already was the nation increasing in wealth, notwithstanding the devastating wars to which she was subjected both at home and abroad; and this, with the brilliant examples of the Dutch, Venetians, Genoese, Spaniards and Portuguese, stimulated commercial enterprise, and raised England to a front rank among the maritime nations.

NAVIGATION AND SHIPPING.—The mariner's compass had been invented about a hundred years before this period. As early indeed as A. D. 1200 the polarity of the magnet had been known, and to some extent used in navigation. Jacques de Vitry, who wrote about this time, gives the following curious description of the lodestone, with which however, he seems to have confounded the adamant or diamond: "The adamant is of a light iron color, about as big as the kernel of a filbert nut; and though it is so hard as to resist the force of any metal, it may be broken by the fresh blood of a ram-goat. Fire does not make it hot. It attracts iron to it by some hidden quality. An iron needle, after it has touched the adamant, constantly turns to the north star, which as the axis of the firmament remains immoveable while all the others re-

volve around it, and thence it is indispensably necessary to all those who sail on the sea. If placed near a magnet which has attracted a piece of iron, it snatches the iron from it. It is moreover said to be an antidote against poison, and a charm against magic arts. It drives away nocturnal apparitions, and the touch of it is of great service to the insane."

The invention of the compass was an era in the art of navigation. By its aid vessels were enabled to depart from the coasts, along which they had before timidly sailed, and launch boldly forth into mid ocean. The discovery of a route to India by the Cape of Good Hope, and of a new continent in the West, were among the ripe fruits of this invention, both which were leading events in the annals of commerce. Indeed the period under consideration may well be termed the age of discovery. The Arctic shore of Europe and Asia was explored, America was visited along the whole Atlantic coast, the Indian ocean became the highway to the East, and at least four complete circumnavigations of the globe were effected.

The ships of this period had also greatly improved upon the past, both in their model and capacity. Still they were rude as compared with those of the present day. Even the largest war ships are shown on manuscripts and coins of the fifteenth century as having but a single mast. With the exception of a few which were built apparently more for display than for effective service, they were gan-

erally of very moderate dimensions. King Edward's famous fleet of ships, engaged at the siege of Calais, carried on an average less than twenty men each. For the construction of a galley, the same monarch ordered forty oak trees to be provided, a proof, as his historian remarks, either that the trees were very large or the galley very small. Even so late as 1603, Sir William Monson affirms that there were not above four merchant ships in England of 400 tons burthen.

GROWTH OF THE ENGLISH NAVY.—Until the reign of Henry VIII. (A. D. 1512.) there was in England no national navy properly so called. The vessels which were occasionally used in war were only merchant vessels, and these not belonging to the crown, or to the nation at large. It would appear that the kings called them into the public service in the same manner as land forces, by impressment or levy, or as a species of taxation. For the siege of Calais in 1346, there seems to have been a levy en masse of all the vessels in the island. The whole number was 710. The king's order, addressed to the magistrates of the principal ports of England, required that all ships of sixty tons or upwards, and all barges and flues should be equipped for the war; and there can be no doubt that all, or nearly all, were assembled. About this time certain vessels began to be distinguished as ships of war,—“naves guerrinæ,”—not probably as of a different construction from others, but as only the largest and strongest of the mercantile vessels.

In some instances the English monarchs built for their own use a few ships of unusual size and magnificence, which, however, are to be regarded rather as their private property than as any part of a navy, as the term is now understood. Henry V. (1417.) had some large vessels called *dromons*, “such,” says an old writer, “as were never seen in the world before;” three of which bore the names of “The Trinity,” “The Grace of God,” and “The Holy Ghost.” Two others, still more magnificent, were called “The King's Chamber,” and “The King's Hall;” the former of which carried a sail of purple silk, embroidered with

the arms of England and France.—Edward IV. (1471.) had six vessels which he had probably employed in trade on his own account. Henry VIII. (1512.) had a ship named “The Regent,” which carried 700 soldiers, mariners and gunners; and this being burnt in his war with France was replaced by another called the “Henry, Grace de Dieu,” still larger than the former.

It was this monarch who first established a proper royal navy in England, i. e. a number of ships of war belonging to, and permanently kept on foot by the crown for national defence. In 1512 an agreement was made between him and his admiral, Sir Edward Howard, which affords an interesting view of the manner in which fleets of war were then maintained. The fleet was to consist of 18 ships besides two crayers of 65 and 55 tons respectively, for store ships. They were to carry 3,700 men, viz: 700 on board the Regent, also 18 captains, 1,750 soldiers, and 1,232 mariners.—The wages of the admiral were 10 shillings per day for pay and rations, of each captain 1s 6d., of each soldier, mariner or gunner, 10 shillings per month. The admiral undertook to manage the armament for these allowances; three months expense being paid him in advance. For the coat of each captain and soldier he was to have 4 shillings, and of every mariner and gunner 1s 8d. The 18 ships consisted of the Regent, 1000 tons, the Mary Ross 500, the Peter Pomegranate 400, John Hopton's Ship 400, the Nicholas Reede 400, the Mary George 300, one of 200, one of 180, three of 160, two of 140, three of 110, one of 100, and one of 70. It was also stipulated that, “forasmuch as our Sovereign lord at his costs and charges victualet the said army and navy, the said admiral shall therefore reserve for the king the one-half of all gains and winnings of the war, which he and the fleet, or any of them shall fortune to obtain in the voyage, either on land or water; and also all prisoners being chieftains, and one ship-royal of 200 tons or upwards, with the ordinance and apparel of every prize to be taken by them.”

The ships of war belonging to the

crown in the time of Queen Elizabeth (1573), were only thirteen. And all or most of the 146 ships called Elizabeth's naval power, consisted of merchant ships, occasionally hired by her, excepting her own thirteen. In 1588 her fleet comprised 150 sail, of which she owned forty. The latter carried 12,000 men, the 110 hired vessels, 12,100;—none of either exceeding in size a modern fourth-rate man-of-war. It was from such beginnings that the British navy originated, which in a little more than 300 years has become the mightiest on the globe.

COMMERCIAL COMPANIES.—The period now under consideration was distinguished for the formation of associations for the prosecution of commerce with foreign countries. They differed however in one essential respect from all modern companies for that purpose. They had no joint stock, divided into shares, and the proceeds distributed among the stockholders *pro rata*.—Companies of this sort did not exist to any great extent till after 1600.—They were called regulated companies,—each member thereof pursuing his own particular trade, on his own account and to his own profit or loss, subject only to such general regulations as by charter or by-laws were enacted for the companies. Each company however had the monopoly of its own particular traffic,—i. e. it was free to the members of the company alone. In some cases others might buy into membership and become entitled to the privileges of the trade for a fee; but always those not in membership were absolutely prohibited from engaging in the traffic, under penalty of confiscation and imprisonment. Indeed it may be said in general that our modern ideas of the freedom of trade, particularly with foreign countries, were at this time wholly unknown. It was regarded as a prerogative of the crown alone, to be dispensed to such parties, and on such conditions only as the sovereign chose. Some of the principal of these companies were the following:

THE MERCHANTS OF THE STAPLE.—The precise terms of the charter, or charters by which this body were established, it is difficult to assign. It embraced only English merchants, and

seems to have conferred upon them the right of regulating the exports of certain chief articles of production, heretofore mentioned, so that the profits of the trade should accrue to them instead of foreigners. Others indeed, might export the staple commodities, but only at such ports or places as the company should appoint, and upon the payment of certain prescribed duties. The first recorded patent, incorporating this company, was granted in 1313, but it is thought that they existed many years before. Their official title was, "The Mayor, and Merchants of the Staple." Little respect however was paid to their chartered rights by the crown. They were repeatedly infringed upon, repeatedly altered, and repeatedly even abrogated, and afterwards restored, till, under the great extension of commerce in the 16th century, they were gradually supplanted by other institutions, and at length became extinct.

THE MERCHANTS OF THE STEEL-YARD.—This was a company of German merchants, enjoying certain privileges of trade, and having a noted establishment or place of business called the "Staelhof," or "Steelyard," in London. At a very early period an association for trade had been formed of the cities and towns in the north of Germany, some seventy in number, which became famous in the annals of European commerce under the name of "The Hanse Towns." The city of Lubeck was at the head of this confederacy. They maintained factories or trading posts abroad, of which the four principal ones were at Novogorod in Russia, London, Bruges in Flanders, and Bergen in Norway.—The trade of this association is noticed in England as early as 1270, and they were granted certain privileges, ever fluctuating however, at the caprice of the English kings until 1475, at which time a treaty was negotiated between Edward IV. and the Hanse Confederacy, stipulating the payment to the latter of 10,000 pounds for pillages to which they had been subjected in England, and giving to them the said place of business known as the Steelyard. This association enjoyed the monopoly of the German trade; i. e., all merchants of the Hanse Towns

might trade here and no other. This powerful confederacy existed for several centuries, and rendered Germany one of the first countries for commerce and wealth in Europe. Their footing was maintained in England, with various fortunes, till the year 1597, when, after several years bickering and contention, their privileges were revoked by Queen Elizabeth, and the Steelyard house formally closed against them.

THE COMPANY OF MERCHANTS-ADVENTURERS OF ENGLAND received a charter from Henry VIII. in 1505, for trading to the Netherlands, which was renewed and enlarged by Elizabeth in 1564. They had indeed existed for some two centuries previous, claiming as usual a monopoly of the traffic. Most of them were citizens of London; and they had been accustomed to grant the right of trade to other English merchants for a certain fee, which at first was a noble sterling (6s. 8d.), but afterwards was raised to £40. In 1497 the latter complained to the crown against this exaction, and it was accordingly ordered that the company of Merchants-Adventurers should henceforth demand no more than 10 marks (£6 13s. 4d.), for a license to trade. By their charter in 1505, this privilege was confirmed to them, and authority was given them to hold courts at Calais for the collection of the "freedom fines," as they were called. Loud complaints were uttered against this monopoly, but in vain. In 1601 their exports, principally of cloths, exceeded one million of pounds sterling, and their imports, principally of Dutch manufactures, as much more. Philip, Duke of Burgundy and Sovereign of the Netherlands, in honor of the revenues accruing to him from this traffic, instituted the order of the Golden Fleece, giving the fleece as its badge.

THE FELLOWSHIP OF EAST-LAND MERCHANTS.—Various charters had been given from time to time for regulating English commerce with the "East Country," a term applied to the ports of the Baltic sea, especially in Prussia, and Livonia. In 1579 Queen Elizabeth incorporated a company by the above name to enjoy the monopoly of this trade. It had a governor,

deputy, and twenty-four assistants, and was empowered to make by-laws, and impose fines and imprisonment on all persons not of the company, who should trade in those parts. The special design of this incorporation was to create a rival to the Steelyard, or German merchants, and secure the profits of the Eastern trade to the English alone. Their Charter was renewed by Charles I. in 1629, and continued till 1672, when, under the universal complaint against monopolies, its privileges were curtailed, and the trade thrown open to all.

THE MERCHANTS OF THE LEVANT.—In 1581 Elizabeth incorporated a company by this name, to trade to Turkey and Venice. Its privileges in general were similar to those already described,—possessing a monopoly of the trade, having power to impose fines and imprisonment on all who violated their rights, etc.

The commercial companies named, with perhaps others of less note, continued with some exceptions, till the time of the English Revolution, in 1688. The principle of monopoly upon which they were based, under the discussions of that century, gradually came to be regarded as inconsistent with English liberties, and after the banishment of James II. was regarded as no longer legal. Though perhaps not formally disbanded, yet these monopoly companies, in most cases, ceased, after the Declaration of Right, to act further than to appoint their annual officers, and to hold annual meetings, for the commemoration of the past, and in a few cases, to distribute the income from certain public funds. It is believed that not one of them maintains even a nominal existence at the present day.

The celebrated East India Company was incorporated in the year 1600.—The history of it belongs to a subsequent period.

RESULTS OF THE INCREASE OF COMMERCE.—The establishment of commercial companies, together with the wide increase of private traffic during this period, developed largely the commercial spirit of the nation, as it had already grown up throughout Europe. The nation in consequence increased in wealth and resources, and

in the means of enjoyment. Foreign productions of all sorts were diffused through England. Hackluyt mentions the following as accruing from the Turkey trade. "The damask rose was first brought into England by Dr. Linacre, physician to Henry VII and VIII. Turkey fowls, about 1522, the artichoke in Henry VIII's time, and of later times the musk rose and several sorts of plums by the Lord Cromwell out of Italy, the apricot by Henry VIII's French gardner. And now (1578) have been brought from Vienna divers kinds of flowers called tulipas; and since we trade to Zante the plant that beareth the *coren* (currant) is also brought into this realm, and although it bring not fruit to perfection yet it may serve for pleasure and for some use." In some cases the balance of trade was against England, draining it of gold and silver in payment for the luxuries of foreign countries. A politico-commercial poem entitled "The Libell of English policie" published in 1437, is very indignant on this subject, declaring of the Venetians and Florentines,

"Thei bere the gold out of this lond
And sowketh the thrifte out of our lond
As the waspe sowketh hony of the be."

In general, however, this effect was guarded against with jealous care, and by legal enactments as well as by shrewd commercial enterprise, it was contrived that the wool, cloth, metals, dairy products &c., of England, should not only pay for the commodities imported from abroad but bring some substantial balance of hard cash besides.

One of the most manifest indications of the prosperity of commerce during this period was seen in the growth of London. So great was its increase in wealth and population that the crown, and the nation alike became alarmed. It was regarded as bearing to the rest of the kingdom the relation of the head to the body; and it was feared that the growth of the former would result in deformity, and monstrosity, absorbing the vitality of the other parts, and causing them to dwindle, as the head enlarged. Repeated attempts were made to avert this fancied evil, by royal proclamations forbidding any increase of the city. In 1580 Elizabeth prohibited any buildings being

erected on new foundations within three miles of the city gates. This order was repeated in 1593 and it was added that no dwelling house in London or Westminster should be occupied by more than one family, and that the commons or waste grounds within three miles of the city should not be enclosed. In 1602 she enacted further, after a long preamble setting forth the evil to be apprehended from the growth of the Capital, that her previous orders should be enforced; that tenements which had been divided to accommodate more than one family should be restored to their former state; that all sheds and shops erected within seven years should be pulled down; that empty houses built within that period, should not be rented except to the poor of the parish at such rates as the latter should allow; and that unfinished buildings on new foundations should be demolished. Similar attempts were made by James I. to restrain the growth of London, without effect. That growth was an inevitable result of the increase of trade; and so little were the principles of political economy then understood that it was not perceived that the prosperity of the Capital would also conduce to the prosperity of the country at large. Experience at length demonstrated both the futility of any paper decrees for the suppression of the apprehended danger, and the emptiness of all such apprehensions themselves.

FIRST CHARITABLE AID FOR SEAMEN.
The first public charity in behalf of seamen was formed in 1588, called the Chest at Chatham. It was a contribution for the relief of maimed and superannuated English mariners, out of which pensions were paid to them for life. At first it was a voluntary monthly contribution of sailors out of their pay, but was afterwards, by Queen Elizabeth, made compulsory and perpetual. This was the only provision made for distressed sailors, till the founding of Greenwich Hospital by William III. near the close of the century. It was undoubtedly the origin of that anomaly in public taxation,—hospital money,—which those following a particular avocation are compelled to contribute from their wages for

the charitable relief of the aged and disabled in that profession. It shows the interesting fact, that sailors, 300 years ago, were actuated by the same generosity which has ever characterized them,—a generosity at first spontaneous and voluntary, but afterwards distinguished by being stereotyped into law, and transmitted from age to age. It is doubted whether any other charity ever instituted, has been attended with such a history as this. Will the nations who are enriched from the gains of commerce, ever appropriate from their overflowing treasures, what is necessary for the moral and physical comfort of their seamen, or shall it still be exacted from the scanty earnings of those seamen themselves?

I. P. W.

For the Sailors Magazine.

CAPT. THOMAS STOW.

The life and death of a truly good man are among the most beautiful things which it is ever permitted us to behold on earth. The triumphs of God's grace over sin, over the natural pride of the heart, and over all the obstacles of an evil world;—the progressive assimilation of the Christian to the spirit and image of his God;—and an old age at length attained which shines in its serene and peaceful brightness like the sunset of a glorious autumn day;—these are objects which from time to time are shown to us in mercy, to strengthen our faith in the gospel and win us more heartily to its love and obedience.

The name which is placed at the head of this article will be recognized by some of our readers as the name of such a man. Though his outward life was not particularly marked with incidents unusual to sea-faring men, yet there were features of his religious history which possessed great interest for those who knew him; and which may perhaps afford instruction to his fellow seamen amid the trials and obstacles of their heavenward voyage.

Capt. Stow was a native of Cromwell, Conn. He commenced business in that place as a merchant, but after a few years, symptoms of pulmonary disease appearing, he went a voyage

to the West Indies as Supercargo for his father, who had long been a shipmaster in C. Having been benefited by the trip, he went several times afterwards in the same capacity, until at length he took command of his vessel as Master, and continued as such till the infirmities of age called him to abandon the profession altogether.—During his life he made many voyages to England, France, Spain, and the Mediterranean, as well as to the West Indies, and various ports on our own coast. Several times he suffered shipwreck, and more than once was obliged to abandon his vessel. Once he was ninety-nine days coming from Ireland. His ship was becalmed for weeks. She was besides a slow sailer and her bottom had become foul.—Their provisions were gone, and they were reduced to the utmost straits of famine, one man actually dying of hunger. At length, after having been twice supplied by a passing vessel, they drifted into Boston, to learn that since their departure war had broken out between Great Britain and the United States, and to rejoice in that providence which had brought them with their very valuable cargo, in safety through the double dangers of starvation and of capture.

He was ever a man of strict morality. Though he lived at a time when the use of liquors was universal, and though in accordance with custom, he prided himself in the most generous hospitalities to his friends, yet he was never a lover of strong drink. When the temperance reform commenced he was engaged in the liquor traffic, as a part of the general grocery business, but after a short time abandoned it and united heartily in the new movement. From this time he would never allow the use of spirits on board his vessels, but after leaving port always had a general clearance of the whole. On one occasion, having set sail from New York with a crew picked up, as is usual among the sailor boarding houses, they became exceedingly noisy and unruly; the man at the helm especially being so drunk that he could not steer the vessel. Capt. S. ordered the mate to search the man's chest, and bring him all the liquor he could find. He did so, and two large jugs were

tossed overboard. As the man saw them going he drew a pistol from his breast and fired it at the captain, but his hand was unsteady and he missed his aim. He instantly drew another, put it to his own ear, and before his hand could be arrested blew out his brains and fell a corpse on the deck.

Capt. S. was never a profane man. He considered profanity a low vice, and would not allow it in any way under his control. He was kind, affectionate, whole-souled, "generous as a sailor," ready to share to the utmost whatever he had with those who needed.

It was not till his fiftieth year that Capt. S. gave his attention to personal religion. He had indeed ever manifested a scrupulous outward respect for it. The Sabbath was always observed on ship-board. Every thing must be in its place. The men must wash, put on clean clothes, and those who could read get out their books, spending the day quietly and in silence. When at home with his family he observed the day with even greater strictness. But with this scrupulous outward correctness he seemed to be satisfied. He had little knowledge of the deep depravity of the heart, and of its need of an entire renewal by the Spirit of God.

At this period, during a somewhat protracted stay at home, it pleased God to pour out his Spirit upon the village where he dwelt. The scenes of a revival were new to him. His wife, though religiously educated, was not then a believer. His second daughter, a young girl of fifteen, became deeply interested for her salvation, and for some days was in great distress. Unable to appreciate her feelings, or to understand the cause of them, Capt. S. became angry with those who had conversed with her.—"It was all nonsense to frighten a child like that. What sins had she committed!" Still her continued distress, and after a few weeks her great joy and peace in her new found Saviour, were an arrow in his soul.—His wife soon after also obtained hope in Christ, although dreading opposition from her husband, she kept her feelings as much as possible to herself. But the Spirit of God was moving even then on his heart. He was little

at home, and when there was taciturn and irritable. It was evident that something troubled him. At length he returned from his store on a cold wet night, and found at his house the teacher of the village academy, whose labors had first awakened his daughter; and upon his rising soon after to leave, he asked him—"Mr. ——— will you pray with us?" Had a thunder clap shaken the house at the moment his family would not have been more surprised. Prayer was offered and the teacher left.—Then he made known his feelings.—He told how this teacher had conversed with him, and that for several days he had felt himself a wretched, lost sinner, deserving God's wrath, and willing to do anything to gain His favor. He continued thus a few days, till at length, on the evening of the day when, as he said he was half a century old he gave up his heart to God, and felt his sins forgiven. It was a memorable era in his life. He was introduced into a new world of thought, and feeling, and had most evidently become a "new man in Christ Jesus." Shortly after, with his wife and daughter, he united with the church on profession of his faith. His eldest daughter did the same a few weeks later.

Capt. S. had now reached a period in life when he was desirous to retire from the sea, but for some years was unable to do so. He made after this several voyages to Europe; was employed in government service for the removal of the Seminole Indians from Florida; and for a considerable period was captain of one of the steamers on the Connecticut River. His constant engrossment in business was not favorable for the cultivation of piety, but he held fast to his profession and became widely known, especially while connected with the steamer, as an energetic and upright man, and a safe and highly popular commander.

In the fall of 1839, at the age of sixty-two, he relinquished his profession, to spend the evening of his days at home. This was another era in his religious life. It had long been a source of regret to him, and to his friends that he could not command that confidence in himself which would enable him to perform the ac-

tive duties of a professing Christian, especially to pray in the presence of others. He had that peculiar nervous temperament which made him keenly sensitive to remark, and this joined to a very humble estimate of his abilities, rendered it, as he thought, impossible for him to lead in extemporaneous prayer. It was at this period that, after severe struggles, he was finally enabled to break through the fetters which had so long bound him, and to utter in his own language his fervent desires at the mercy seat. It was considered by all who knew him as a remarkable triumph of grace over natural infirmity, and was eminently blessed, both to his own advancement in piety, and to his spiritual enjoyment.

It was a season of revival in the church at C., then enjoying the ministry of that excellent pastor, Rev. Z. CROCKER. A general mutual visitation of the church had been agreed upon. The preceptor of the village Academy (now pastor in M——,) called upon Capt. S. to visit the families in a certain district with him. He excused himself, saying that he should be of no use,—he could not pray.—“But you can introduce me, and you can talk.” After being urged he consented. On their return Mr. ——— narrated the incidents of their visit, and added “Your father prayed.”—Capt. S. overhearing it added, “It was the house of one of God’s Saints, and I could not help it.” The event, though apparently trifling in itself, greatly encouraged him. He visited many of the older people of the village, and especially two old sailors, for whom he felt deep anxiety; he conversed with them tenderly concerning their souls, and had the satisfaction ultimately of seeing them both hopelessly converted to Christ.

It was in his own family that the severest struggle was felt. He had long been accustomed to use a manual of family prayers, but these though excellent were still unsatisfactory, and his dependence upon the form tended to perpetuate his embarrassment in offering prayer elsewhere.—One morning the family assembled as usual for devotion. They asked him to lay aside his book, and express his own desires in his own words. He

replied that he could not. His daughter’s heart was full. She alluded to the state of things in the village, to the deep interest they all felt in the work of grace then going forward, and remarked how pleasant it would be if they could pray together for its advancement. The taking up of this cross would do him good, and be blessed, she doubted not, to them all. She reminded him that she was expecting soon to leave them for another home,—that in the sphere of life she had chosen she anticipated great responsibilities, and many trials,—that it would encourage and strengthen her very much if she could feel that she was remembered daily in the dear family circle at home. He was deeply affected. Spontaneously they all knelt, and with strong crying and tears his requests ascended to the throne of grace. From that morning his prayers though feeble were continued in his own language, and the prayer book was laid aside forever.

Soon after a prayer meeting was held in the neighborhood. A few verses of scripture were read showing the manner in which Christ taught his disciples to pray, and Capt. S. was asked to lead in devotion. He paused a moment, then knelt. Verily the string of his tongue was loosed! It was a prayer that will long be remembered by all who were present; simple as a child’s, earnest, pathetic in its tenderness and importunity, one that seemed to take hold of the very arm of the Lord. The rooms were full, and there was breathless astonishment to hear the venerable old sea captain, whose lips had never been thus opened before, pleading in such language before God. It was felt indeed that God was there. He rose from his knees, and the restraint now broken, he related what had been his trials on this account for years, how hard had been the struggle in his soul, and his firm resolution henceforth to perform his whole duty, concluding with an earnest appeal to the unconverted to yield to the Saviour. The event made a great impression on those present, and God blessed it to the advancement of the work.

The great struggle of his life was now past, and it became apparent to all that he henceforth grew rapidly in

grace and spiritual knowledge. He much enjoyed conversation on experimental religion, and often closed such interviews with his brethren with prayer. He was greatly attached to his pastor, and sought to aid and encourage him in the promotion of religion in the parish. He was rarely absent from the prayer meetings of the Church, and took great delight both in attending and actively participating in their exercises. In his old age he learned to sing, and enjoyed it greatly both in public and private worship. The conversion of the impenitent was near his heart, and the intelligence that a soul was born anew ever filled his eyes with the tears of gladness and gratitude.

Thus passed the last five years,—the last and happiest years of his life. The once stern and hardy sea Captain still erect as when he trod the quarter-deck, yet with a heart gentle and tender as a child, and led evidently by the Spirit, followed on daily to know the Lord. His days were peaceful and happy, and all who saw him took knowledge of him that he had been with Jesus. When he was attacked with his last sickness, he was not thought for a day or two to be in danger, but ere his friends were aware, he sunk into a deep sleep from which nothing could arouse him. Thus he lay for 36 hours, and then without a struggle ceased to breathe. "He was not, for God took him." A large concourse followed him to the grave, and the tears of many and the silent respect of all, united in the emphatic testimony, "For he was a good man."

J. S. W.

A RHYME FOR THE ATLANTIC TELEGRAPH.

BY MARTIN F. TUPPER.

WORLD! what a wonder is this,
Grandly and simply sublime—
All the Atlantic abyss
Leapt in a nothing of time!
Even the steeds of the Sun
Half a day panting behind
In the flat-race that is run—
Won by a flash of the mind.

Lo, on this sensitive link—
It is one link, not a chain—
Man to his brother can think,
Spurning the breadth of the main,

Man to his brother can speak,
Swift as the bolt from a cloud,
And where its thunders were weak
There his least whisper is loud.

Yea: for as Providence wills,
Now doth intelligent man
Conquer material ills,
Wrestling them down as he can;
And, by one weak little coil
Under the width of the waves,
Distance and time are his spoil,
Fettered as Caliban slaves!

Ariel!—right through the sea
We can fly swift as in air;
Puck!—forty minutes shall be
Sloth to the bow that we bear.
Here is Earth's girdle indeed,
Just a thought-circlet of fire—
Delicate Ariel freed
Sings, as she flies, on a wire!

Courage, O servants of light!
For ye are safe to succeed;
Lo, ye are helping the right,
And shall be blest in your deed
Lo, ye shall bind in one band,
Joining the nations as one,
Brethren of every land—
Blessing them under the sun!

This is Earth's pulse of high health
Thrilling with vigor and heat;
Brotherhood, wisdom, and wealth
Throbbing in every beat.
But ye must watch in good sooth
Lest to false fever it swerve—
Touch it with tenderest truth
As the world's exquisite nerve.

Let the first message across—
High-hearted commerce, give heed—
Not be of profit or loss,
But one electric indeed—
Praise to the giver be given
For that He giveth man skill,
Praise to the Great God of Heaven,
Peace upon Earth, and Good-will!

For the Sailor's Magazine.

LETTER FROM AN OLD SAILOR TO HIS BROTHER SEAMEN.

The following letter was written by an officer of the Navy now deceased, and was furnished for publication by his daughter, who desires that it may be made useful to those for whom the author had, while living, a deep interest. We give it, somewhat abridged,

earnestly commending its excellent spirit and wise counsels to the attention of every sailor.

BROTHER SAILOR:—

A plain Seaman like yourself now addresses you. He must do it in plain language, for he is a foremast hand, and not able to write like many of the good men who have sought to give us instruction.

And first let me say a few words respecting the manner in which you should conduct yourself on board your vessel. Take it kindly, for it is an old sailor who is speaking, one that came in over the bows and not through the cabin windows, and has had 'able' written to his name twenty years;—not a fair-weather Jack that would palaver about things he does not understand, nor a grog-shop sailor that "talks bos'n" and spins long yarns on shore, but is never first on the top-gallant yard, or at the weather earing at sea. You have signed the articles, and taken the advance. You have shipped to do your duty on board, and that duty is to do every kind of work you may be set at. Whether pleasant or unpleasant, do it cheerfully; for you know it has to be done, and it is much the best to do it willingly. If you commence grumbling you render your officers ill-natured, and will in a short time make an unhappy ship; for it is an old and true saying, "bad sailors make bad officers."

But there are other duties for seamen besides those they owe to their officers. Remember, shipmate, that you and I have immortal souls. Shall we thoughtlessly neglect these? Shall we not read the Bible frequently and carefully, to learn how we may bring them safely into the Port above? If there are any passages in it which we cannot understand, let us get some good man who has made it his study to explain them to us. Let us not listen to those who do not read it, or read but to revile it. They are like those who would knock the crutches away from a lame man, or like an officer who would order us to stand upon the truck in a heavy sea where we must fall. They would take from us our sheet anchor in an open roadstead, they would cut away our top-sail sheets on a lee shore, and sink the

life-boat that might bear us in safety from the wreck. Depend upon it, the infidel and the scoffer will have their reward. They will be put upon the black list, unable to pass muster on that great day when all hands are called to give account of the way in which they have done their duty here below.

When you are permitted to go on shore, look out for *land-sharks*. They are worse than the water sharks, for you bait a hook for the latter, but the land-shark baits a hook for you, and if you do not keep a bright look out will make you swallow it. They call themselves landlords,—sailor's friends; I have found most of them sailor's enemies. Before the sails are furled they will be on board. They will come up to you and pretend to be very glad to see you, especially if you have been upon a long voyage. Do not believe them; they care nothing about you; they only care for your money. They invite you on shore to take a social glass with them. That glass, and the pilot fish which swims in their wake, are the land-shark's bait. When too late you will find, if you swallow it that there is a hook within it.

Now, Shipmate, look at the conduct of this *friend*, as he calls himself. You will find him at his station behind the bar, running up a score against you for glass after glass; and in a few days he shows you an account for liquor, most of which you did not drink and did not call for. But no matter; you have drunk enough to answer his purpose, and in one week's time he has all your money. By falling into his hands you have squandered the hard earnings of your last voyage. Think how hard you worked for that money; think how you toiled in wind and rain, in fair weather and foul, and risked your life very probably in an unhealthy voyage, to enrich him who makes himself your worst enemy.

But he has not yet done with you. You have no money left, but he will ship you off to sea again, and become your security, because, as he says, he is your friend. But you have seen enough of him to know, if you will reflect, what sort of friend he must be. I will tell you why he is your security. *He wants to get your advance.*

He is not satisfied that he has robbed you of your wages for the last voyage, but he must have your advance likewise. He will not trust *you* with it. He will not trust you with your own money. The object of giving you an advance was that you might furnish yourself with such clothing and sea stores as were necessary for your voyage, but your landlord will not let you do that. You must buy what he pleases, and where he pleases, paying a much higher price than if you had bought them yourself. See how you place yourself in his power! You become his slave. You work for him, and bring to him your earnings, and then he *sells* you to another vessel.—You who possess every noble and generous feeling of a sailor, who would divide your last biscuit with a fellow creature in distress, who would cheerfully go into battle under the flag of your country in defence of its freedom, put yourself by your thoughtlessness into the hands of a man that treats you as if you did not even deserve pity.

Shipmate, compare the conduct of the landlord with that of the pious clergyman or missionary who visits you on deck, or calls you to the worship of God by the Bethel flag. He is truly glad to see you. He does not crave your hard earnings. He will extend to you the right hand of fellowship with honest sincerity, will converse with you on your prospects in this world, and point out your path to the next; but he will not drink or carouse with you. His object is your salvation. Surely you will perceive the difference between him and the land-shark; one strives for your good the other to enrich himself at your expense.

Let me caution you most earnestly, ship-mate, against another danger, more fatal to seamen than all the storms that ever blew. It is *Intemperance*. Too many sailors are taken on board ship in a state of insensibility occasioned by continued intoxication. You are thrust down into the fore-castle, where you sleep till awoken by a burning fever. You find a tin pot of water a greater luxury than all the drams you have taken during the time you were on shore. You turn out of your berth; your hands trem-

ble; you are enfeebled in your whole body; your stomach rejects its food and with horror you think on your past conduct. You turn to your chest,—where are the clothes which you should have purchased with your advance? You have none. Your advance has gone to pay your bar-bill. You are called on deck to take the wheel with nothing on but a jacket and duck trowsers, and that very likely on a winter's night;—no pea-jacket, no stockings, no flannel, nothing that you require to make you comfortable. In a very few years your constitution is broken down, and you sink into the grave at an early age, a victim to your own folly and the villainy of others. Shipmate, you know that this is the case with many of our occupation; and I hope you will not take it amiss that old Jack shapes a course for you that will carry you clear of the rock on which many a brave fellow, and good sailor has foundered, the Rock of Intemperance. It lies in the channel of bad company, which is a broad strait in life's chart, and has a strong current to draw you with it if you do not keep a bright look out. Take a strong pull on the braces of resolution, keep them always taut, and you will weather the channel; but if you go with a flowing sheet, and neglect to brace up in time, nothing will save you.

One thing more, and my yarn is spun. Your Captain frequently says, when you go below in squally weather, "lads, be ready for a call"! Like good seamen you prepare yourselves to jump up when you are wanted;—your jacket under your head, and your shoes by the side of your berth.—You are awoken by the cry, "all hands ahoy! hurry up and shorten sail."—You are up in an instant, because you were prepared. You do not let the sails blow to pieces, or the ship capsize while you are looking for your clothes. You were all ready because you knew you might be called. Suppose, on the other hand, you were a crew of lubbers;—for want of that preparation you would all be lost.

And now, brother Sailor, there is another call you should be prepared for,—a call from this world to the next; a call from life to death. You may lie down in health and wake up in fatal sickness; you may go in full

strength and activity to the top-gallant yard, from which you may fall and be instantly in the presence of your maker. Then, my dear Ship-mate, what a dreadful situation will yours be, if you are not ready, doomed for ever because you neglected your duty to God in this world. You cannot say you were not told to be prepared; if you do, that excuse will not save you. It will be too late. So let me entreat you, as in fair weather you prepare for a gale, so in life prepare for death.

And now, Ship-mate, that the blessing of heaven may attend you during your voyage, and enable you to steer aright through life and reach a blissful haven at last, is the sincere prayer of your friend and fellow seaman,

JOHN MARLINE.

For the Sailor's Magazine.

"THE LAST OF THE PATRIARCHS."

I have enjoyed such a treat for the last few days that I am desirous others should enjoy it likewise; and therefore allow me to call the attention of your readers to the recently published work of Dr. Cummings of London, called the "*Last of the Patriarchs*,"—got out in good style by the enterprising house of Lindsay & Blakiston, of this city.

They who go down to the sea are mostly young men. Joseph the hero of this book was a model young man.

I visit the hospital to look up the sailors therein. I go into all departments—surgical, medical, and that part where *disease is crime*—where, I am sorry to say it, I find very, very many sailors learning by sorry experience that "the way of transgression is hard." For such Joseph especially was a model. The second chapter of the book treats well of that. O what a true hero was that Joseph! This was his conquering thought—"How can I do this great wickedness and sin against God?"

But the sensualist says, "God gave us these passions, therefore we have a right to indulge them." But says the Author, "If God gave them he certainly has a right to set the bounds, saying thus far and no farther shalt thou come." God certainly never

gave these passions to lead to disease and death.

The third chapter is a plea for benevolence—"think of me when it shall be well with thee." Here is a lesson for those of your readers whose homes are upon the land. Reader, when it is well with thee physically, think of the sailor. You are warm in bed, he, perhaps, clinging to an icy spar. You sit by the cheerful fire, sipping your dainty tea—he, perhaps, freezing for want of fire, and burning for want of water.

Reader, when it is well with you spiritually, think of the sailor. You bow at your family altar, with none to make you afraid; he, perhaps, never hears a voice saying, come, let us worship.

Chapter fourth is a delightful presentation of the doctrine of God's presence every where. A doctrine which ought ever to be impressed upon the souls of those who go down to the sea. Jacob said in the desert, "God is here." "If I take the wings of the morning and dwell in the uttermost parts of the sea, even there shall thy hand lead me, and thy right hand shall hold me." "*Thou, God, seest me*," should always be a present thought.

The fifth chapter alone is worth twice the price of the book. Sailors are ever saying they cannot be Christians and go to sea. It is true it is only an excuse—a part of the Devil's hush-song. But if any one in any position of life is disposed to make that excuse, before making it, I would most earnestly commend to him the perusal of this chapter:

"Those persons who urge, 'I cannot be a Christian in parliament,' 'I cannot be a Christian in a lawyer's office,' may depend upon it if they were elsewhere, they would do worse." "It is not the outer circumstances that form the inner man." "The most Christian man will be the most dutiful and devoted servant." &c.

The sailor says, "if I commence a Christian course I shall suffer for it." That may be, Joseph suffered, but—ah! he had his glorious morning of joy. So all real Christians suffer more or less for it, but "blessed are they who are persecuted for righteousness sake."

The twelfth chapter is a beautiful

one on misinterpreted providences.

The last chapter the author entitles "*Lesson for Young Men.*" "Young men likewise exhort to be sober-minded." Joseph is a model, but Christ is the model.

But I need not write more. If I shall be the means of inducing any to read the work I shall be satisfied. It will do them good.

I am thankful that Lindsay & Blakiston have furnished it for the young men of America, of the sea and of the land. J. B. R.

Philadelphia, Dec. 10, 1856.

BIBLE DISTRIBUTION AMONG SEAMEN.

We have received the very interesting Annual Report (the 33rd) of the New York Bible Society, from which we glean the following statements respecting the circulation of the Scriptures among seamen, by that Society:

The Marine Committee report the distribution during the past year of 1,745 Bibles, and 22,789 Testaments, mainly by the hands of the Marine Agent, Mr. J. S. Pierson.

The number of new vessels supplied by the Committee during the past year is 246; of which fifteen were ocean and river steamers. These latter were fitted out with Bibles in large print, lettered with the name of the vessel, suitable for the tables of the cabin, and the use of passengers.—Among the vessels supplied, were the clipper ships *Golden Racer*, *Storm King*, *Silver Star*, and *Minnehaha*; the packet ships *Ocean Monarch*, *Ironsides*, *Cherubim*; the steamships *Fulton*, *Adriatic*, *C. Vanderbilt*; the French steamships *Alma* and *Barcelone*, of the new line to Havre, and the *Hamburgh steamer Harmonia*.—Seven hundred and thirty-nine volumes have also been granted to the *Sailor's Home*, the *City Missionary* among Seamen, the various *Bethels* and *Chapels* for Seamen in the City, and to individuals for distribution among seamen. One hundred and seventy-three large ships bound on long voyages around Cape Horn or to the East Indies, have been fitted out

with scriptures in various languages for distribution by the captains to sailors who may need them. The roving character of the sailor's life, and the many casualties to which he is necessarily exposed, both on sea and on land, render a re-supply of the Sacred Scriptures frequently necessary. It is often the case, however, that the Bible distributor is unable to reach the sailor during his short stay on land; and amid the unfavorable surroundings of a sailor's life on shore, his visit not unfrequently fails of its end. Thus the sailor often finds himself bound on a long voyage without the Word of God. At such a time the offer of a Bible from the captain proves very acceptable, and the happy results of this method of distribution at sea, seems at present to render it a necessary part of our system.

Nine hundred and eighty-two Testaments have been distributed for us by captains of the *San Juan* and *Aspinwall* steamers, to their passengers, young men and others, bound to California. Many of these Testaments have thus been given to recruits embarking here for Walker's army, in Nicaragua. Five hundred and eighty emigrant ships, bound to European ports for emigrants, have been furnished with supplies of Testaments for distribution to steerage passengers on the return passage to this country. These distributions to emigrants at sea, have amounted this year to not less than 17,000 volumes, in English, French, German, and Italian.

The volumes so supplied are placed in the charge of the captain of the vessel, and to him, or one of his officers, we are generally indebted for the carrying out of the work. These supplies likewise frequently find careful and interested distributors in clergymen and other passengers.

In thus anticipating the system of regular emigrant distribution on shore, we are influenced by the consideration, that the ocean is the gate of immigration, and that by occupying it, we are certain to reach all; of this, the Emigrant Agent on shore is by no means assured. There are also other important considerations in connection with this department of labor which are well worthy of reflection;

we can of course do no more than simply suggest them.

The system has peculiar advantages in the fact that the hard working class, who make up the mass of the immigration, have an abundant leisure while on the passage, to read the Word of God. The time generally consumed in these voyages, from three to four weeks, affords leisure which they seldom enjoy, and the recurrence of which they can hardly anticipate; and the opportunity is often gladly embraced. While on the voyage they are cut loose from their priests and their old associations; they are looking forward to new associations, and the mind is in a peculiarly fit state to be impressed by religious truth. The season too, is one of peril and anxiety, well calculated to sober their thoughts, and lead them to the contemplation of serious things. The volumes distributed are *American*; their eyes are turned eagerly to that new land, of which they have heard so much, and an American Bible, given under such circumstances, is apt to be valued and preserved. We have pleasant evidence of the fact that the Testaments thus distributed are carefully kept. Mr. WATSON states, that in his visitations among the different Wards of the City, he meets with many copies of the New Testament in the hands of our foreign population, which have been received on board of the emigrant ship, in many instances, years before. The character of the distributor, likewise, is no unimportant item in the advantages of this mode of distribution. The influence of the captain with his emigrant passengers is wonderful, especially if his character be that of a kind, warm-hearted man, as is the case with so large a proportion of these officers; what he says is law and truth, and he becomes to them an object of sincere affection. The gift of the Bible from such a source is a thing to be treasured, and is more likely to be read and welcomed by the emigrant, than if it proceeded from a professed clergyman or Bible distributor.

Allusion was made in our last Report to a correspondence which had taken place with the British and Foreign Bible Society and some of its auxiliaries, upon the subject of the

distribution of the Bible among the emigrant vessels leaving British ports, and the co-operation of these Societies was invited with us in this enterprise. It was supposed, that so far as the British ports were concerned, the work of distribution among emigrants might, in part at least, be assumed by them. The suggestions in this regard were responded to favorably; and during the past year emigrant vessels have been occasionally supplied by the Liverpool and other local Societies in English ports, but as yet not to any such extent as supersedes the necessity for continuing our attention to this mode of supply.

It is estimated that one half of the entire number of emigrants coming to this port during the year, or perhaps 90,000 persons, have witnessed the distribution of the Testament at sea, while the emigrants themselves, to the number of 17,000, have been recipients.

Three hundred and ninety-seven vessels bound to ports in Roman Catholic countries have received (in the Bible for the cabin library, or the several copies of the New Testament given for distribution to passengers or visitors from the shore,) supplies in the suitable foreign language for benefiting those with whom they will come in contact abroad.

While giving the Gospel to the sailor himself, we also seek to make him the bearer of it to others, so far as the limited and local character of our organization will allow. For this work the sailor possesses facilities of no ordinary character; and our position likewise, as a society, affords us peculiar opportunities in this regard.

The City of New York is the second commercial port on the globe. Its ships go to all parts of the world: now they are carrying a regiment of French troops from Toulon to the Crimea, now bringing a load of five hundred German or Irish emigrants from Antwerp or Liverpool to New York; now visiting, on a coasting voyage, the French or Portuguese settlements on the Guinea coast, or the Spanish ports on the western coast of South America; now carrying sugar, voyage after voyage, from some West India port, Spanish or French; and now our large clipper

ships are making their regular yearly voyages around the world, via San Francisco and China. There is scarcely a single port of any size, known to commerce, which cannot be reached during the year by some vessel sailing from this port. The population, too, which our shipping is brought in contact with, is, as a general thing, the most intelligent and liberalized—the maritime and commercial, and the officials of government. Our seamen, moreover, not only go where no missionary has gone or could go, but they have advantages, immunities, privileges, and opportunities of access, such as persons professedly engaged in missionary work could not have. They, or their friends whose aid they can so readily command, know the customs of the country they visit, and they can labor without arousing suspicion or prejudice. An American vessel may carry her Italian cabin Bible right into the harbor of Naples, in spite of all the police, and keep it there during her stay, open on the cabin table, and free to the use of any one visiting the vessel from the shore.

Mr. PIERSON reports one case of a custom-house officer, in a West India port, who was so much interested in the ship's Spanish Bible, that he sat up half the night copying portions of it, more especially out of the Acts of the Apostles, to carry away with him. From Mr. PIERSON's Journal, under date of ———, we have the following entry:

"On the Brig ———, packet to Santa Martha and Sanavilla, in New Granada, was informed that the little package of Spanish Testaments, &c., had most of them been given on two 'bungoes,' or canoes, bringing down produce from Mompas, 120 miles up the river Magdalena: these rude vessels are floated down the current with their cargoes, and then poled up again, much according to the fashion which used to prevail in our western waters. The crew are native Indians, and half breeds, though the 'padrone' is often a white man. The men carry the books back as great treasures to their native villages in the interior. I gave another supply of three Spanish Testaments."

Religious captains are becoming more and more impressed with the

conviction that they are bound to act the missionary abroad; and already the number is not small of captains, sailing out of this port, who expect their supply of Testaments, &c., as regularly as they do their cargo, and are as faithful in attending to them: even when not professedly pious, it is the nature of the sailor to be obliging and ready to do a service, and to be hearty in executing a work in which he becomes interested.

Already these and similar distributions have come to associate abroad the American flag with the Bible and religious tract. We can ask no higher honor for our country's flag than this—better far than the glory which comes from warlike conquest or martial renown. A most interesting illustration of this is furnished in a letter received by Mr. PIERSON, from a pious lieutenant in the Dutch Naval Service, dated "H. N. M. Brig Venus, Curaçoa Station, January 2nd, 1856," in which the writer, after acknowledging his indebtedness for a grant of books procured for him from the American Bible and Tract Societies, proceeds as follows:

"I am also grateful for the tidings I have received of your Society in different parts of the globe. Having been a very long time at Batavia, in the East Indies, I knew by experiment that American ships generally were in possession of Bibles and tracts. By means of your ships the Word of God and our blessed Saviour, has been distributed all over the globe. A couple of years ago, I was walking with a Christian friend of mine along the quay of Rotterdam, when I invited him to step at once on board the first ship with stars and stripes we should see. He would not believe it, when, lo, on the very first one, we were asked what we wanted, Bibles or tracts?"

Such is a specimen of many incidents which illustrate the character our American shipping is acquiring as a missionary agency, through our efforts to supply it with the Scriptures. In the comparison of such a dignity its commercial importance is of inferior moment. Indeed, it is a fitting tribute that commerce should render to religion, which has done so much to exalt and liberalize it, thus to aid

in the sacred work of disseminating the oracles of God. Thus upon commerce, as upon all things else, shall be written "Holiness to the Lord."

Our foreign shipping receives especial attention from Mr. PIERSON. He reports a pleasant reception, with very rare exceptions. The proportion of cases where the Scriptures are refused is small. The lack of money to purchase is a more common difficulty, yet many Bibles in Spanish, Portuguese, French, and Italian are sold.—In one case Mr. PIERSON records the sale on a single Brazilian vessel of sixty Portuguese Bibles and Testaments."

Mr. PIERSON subjoins some very interesting extracts from his Journal, stating many incidents connected with these distributions, which show the power of the truth upon the mind, and illustrate the great usefulness of these evangelical labors. We hope to give some of these statements hereafter.

AN INCIDENT OF TRACT DISTRIBUTION.

From the diary of Rev. J. Harris, Missionary of the N. Y. City Tract Soc'y.

Dec. 31st, 1856.—I took two bundles of religious reading;—tracts, newspapers, &c., on board the steamship "Edinburgh." I usually leave two parcels at the gangway, one for the quartermasters, the other for the fore-castle. I had left the ship, and was perhaps two hundred yards from it, when one of the quartermasters was sent after me, inviting me on board, the first officer wishing to see me. Thinking that my visit might not have been acceptable, I put up Nehemiah's prayer when he was before the king as his cupbearer, and returned.

At the gang-way stood the officer, who extending his hand, said, "Sir, I want to thank you in my own name, and for the ship's company, for the very many favors we have received from you, in the reading you have left on board from time to time. We have felt much interested in it, and we wish to know what Society you belong to, and where you live, that we may send a little subscription to aid your funds." I gave him the required

information, and expressed my joy that my effort had given himself and crew pleasure. After some explanation of the Society's mode of operation, I left the ship much gratified.

In the afternoon the second officer, Mr. Dove, brought me the following:

"Mr. JOSEPH HARRIS: Dear Sir,—You will please receive from officers and crew of S. S. "Edinburgh" the sum of twenty-six dollars as a New Year's Gift to your excellent institution, as some slight acknowledgment of the many favors they have received at your hands.

For Wm. Cumming, Master,
R. LEGGET."

I felt sure that this was indeed a "Dove" with an olive leaf. He, (Mr. D.) told me many interesting facts as to what the sailors did with the tracts when the ship got to Glasgow. "As for myself," said he, "I carry mine home to my aunt, and I'm sure you'll laugh when I tell you what she says about it in her broad Scotch,"—"Ah weel they make me feel as comfortable as when I put on a clean sark."

A few days after I again visited the ship with a certificate of Life Membership, of the New York City Tract Society for the Captain. Mr. Walker, the first officer, then remarked, "Sir, we have no revolvers, handspikes, marlinspikes or cats here; yet we have little, or I may say, no trouble with our crew; we treat them well; and in consequence they give us no trouble; they behave well." It is one of the regulations of the ship that every man who is not clean, or neglects divine service on the Sabbath—when the weather will permit—forfeits a day's pay. "We," he added, "have often taken men on board who knew nothing of seamanship whatever, and by their good conduct they have soon obtained the requisite knowledge and consequent increase of wages, until they are now within a touch of being complete sailors; there is not a man on the ship but has a Bible, they get them at the Bethel Ship (Episcopal) close here. The instant I spoke to them the other day about a subscription for your Society, not a man held back, but all came voluntarily forward, and said, 'Mr. Walker, Sir, here is my mite;' and several said 'I wish it was more sir.'"

NAVAL JOURNAL.

LESSONS FROM THE SEA.

The last few weeks have brought sad tidings from the sea. They have told of wrecked vessels and cargoes strewn upon the beach; of vessels sunk, of vessels foundered, of vessels burnt at sea. They have told of sufferings and death in most frightful forms; of suffering from frost, and starvation, and protracted labor without sleep, and sickness, and hope deferred. Read again some of the items from the log of the Brig "Princess Louisa," hovering off and on our coast in distress from Nov. 6 to Jan. 25, and also the subjoined list of disasters for the last month.

Nov. 6, Short of provisions. Nov. 26. Broached the last cask of water. Dec. 4. Blowing a gale, and the ship laboring very much, while the sea is making a clean breach over her. Dec. 7. Carried away several spars and sails. Dec. 15. Reduced the daily allowance of water to one pint for each man. Dec. 18. Allowance of food reduced to half a pound of biscuit, quarter of a pound of flour, half a pint of water, and half a pint of wine. Dec. 19. The gale abated with a heavy snow storm. Dec. 20. Obtained from brig L. N. 70 lbs. beef and pork, 40 lbs. biscuit, a small cask of water, and 10 lbs. of flour. Dec. 24. Wore ship close in shore, blowing a heavy gale with snow and sleet increasing in violence, carried away the main yard, blowing the main-topsail to ribbons; the fore-topsail also blown away and split. Issued the last water. Dec. 25. Issued the last provisions, serving out wine instead of water. Dec. 26, Crew at

the pumps; wine served out to them instead of provisions and water. Dec. 27. Boarded sch. "Edith Davidson," of New Haven. The Capt. could afford but little assistance, having been blown off the land 17 days by the late gale. He spared us two sweet potatoes and a small barrel of oysters. Divided the potatoes and oysters among all hands, being the only food given to any man on board for the last three days. Antonio Domino, the second mate, and Alexander Smith, seaman, were frost-bitten in the storm of the 24th, and obliged to knock off duty. Dec. 30. Two vessels in sight. Bore down to the one to leeward, which proved to be the "Emily," of Southport, L. I., Capt. Davis, from Charleston for New York. He behaved to us with the greatest kindness, and supplied us with half of his provisions and water, by which means, thank the Lord, we were saved from starvation and death! We had been five days without food and water, our only subsistence being wine. The provisions were administered in small quantities. Jan. 1. Strong wind and high sea; the lead going; land in sight. Jan. 4. Fore-topsail split and torn to pieces. Midnight blowing a gale, with heavy snow storm, the ship laboring heavy, and shipping large quantities of water. No more water left, and our supply of provisions being nearly all consumed, we issued to each man one and a half ounce biscuit, one ounce rice, one and a quarter ounce flour, and a small quantity of wine. Alexander Smith and Hans Schmidt, seamen, and Geo. Saun

ders, steward, being badly frost-bitten were released from duty. Jan. 5. Carried away starboard bulwarks, and sustained other damage. Duncan Ritchie laid up with the rheumatism. The crew being all in a weak state, through want of provisions and long continued hardships, we could only muster three foremast hands, besides captain and mate to do ship's duty. Lost the deep-sea lead. Jan. 7. Hard gales and a heavy sea running; ship laboring much, and shipping great quantities of water. Crew at the pumps. A heavy snow squall blew away close reefed main-topsail. None left. No provisions or water on board, and the hands nearly worn out. Took all the crew into the cabin, to try and preserve their lives. Jan. 8. Hard gales with heavy snow squalls. The ship covered with snow and ice; the crew weak and infirm. Administered wine in small portions to preserve life. No provisions. Jan. 9. Gale continuing with great violence. Sea breaking over the ship. No provisions or water. Served one biscuit and wine. We burnt the wine to reduce its strength and make it more nutritious. Boarded a sch., but could get no relief, only a bucket of water, she having been blown off the coast 17 days; they had but twenty-one biscuit on board, of which the Captain gave five to the men in the boat. Jan. 10. Saw a brig to the eastward; bore away and boarded her, but she could give us only a little flour, having no water or anything else to spare; our boat was stove alongside and lost, also damaging the flour with salt water. Jan. 11. Crew suffering dreadfully for want of water, Jan. 13. Steward, second mate, and three men dreadfully ill from drinking salt water. Rich and Mosely incapable of duty; all hands suffering heart-burn, and inflammation of the stomach, having nothing to eat but flour mixed with salt water. Jan. 17. Ropes frozen; fore yard broke, and foresail blown to pieces. Three of the crew frost-bitten. Jan. 18. Violent gale; the main-topsail gave way at the yard, the fore-topmast staysail blew out of the bolt-ropes. At 4, P. M.,

main-topsail boom broke, the sail going to pieces, leaving us without a sail to set. Put a studding sail in the main rigging to lay to under. Jan. 19. Got some water and provision from the ship 'Patrick Henry,' viz a bbl. of beef, a bag of biscuit, a bbl. of water, 10 lbs sugar, a bbl. of coal, and a little oil. Jan. 20. All hands clearing away the wreck of broken spars and split sails. Jan. 21. Bent a trysail and topmast staysail. Jan. 22. Strong gales, the sea breaking aboard continually. Jan. 23. Heavy gales, and vessel covered with ice; the rudder case frozen, so we could not steer the ship. Succeeded in loosing the rudder after four hours labor; made sail. Two men disabled, and nearly all the men frost-bitten. Jan. 25. Strong gales; lost jib-boom in a field of ice. At 2 30 made the Highlands of Neversink, and soon after was taken in tow by the steam-tug "Ceres," which brought us to Quarantine. At 9 30, P. M., sent three men to the hospital, and reached the city next day.

Such is an abridged narrative of peril and suffering on board of one vessel; and, with the exception of length of time, is a fair specimen of battling with the elements, and distress on board of many more. Such sorrows on the sea are instructive; and their lessons should be practically remembered. They teach,

1. That seamen's wages are a poor remuneration for what they do, and endure.

2. That they are entitled to the sympathy and prayerful remembrance of all good men.

3. That on coming ashore, while the wrecked and destitute are suitably provided for, all should receive the kind attentions and expressed approbation which their merits deserve.

4. Especially that these men should have the ministrations of the gospel, which teaches men how to endure and how to die.

5. That the entire community confessedly benefited, and especially those enriched by the services of seamen, should see that the treasuries of those Societies and Institutions which are directly min-

istering to the temporal and spiritual good of these men, *be well filled*.

This is a humane work, a Christian work; the payment of a just debt, the bestowment of a most deserved charity.

"Inasmuch as ye have done it unto one of the least of these my brethren, ye have done it unto me." J. S.

The above detail of prolonged suffering might be indefinitely extended by giving the particulars of the subjoined list of

Disasters for the Month:

SHIPS.

Sept. 30. Ship John Sydney, Blair; sailed fr. Bristol, England, for N. York; missing.

Oct. 5. Ship Sumatra, (Sicilian,) fr. Palermo to Boston, touched at Gibraltar; missing; 450 tons. Value \$30 000.

Oct. 7. Natchez, Bellows, of New Bedford, whaler, sunk in Ochotsk Sea. Ship and cargo lost; crew saved. Value \$30 000.

Nov. 16. Sea Eagle, fr. Boston to Calcutta, on shore off Murray's Bay, *Cape G. Hope*, total wreck; crew saved. 625 tons. Value \$85,000.

Nov. 24. Northern Queen, fr. N. Y. to Bristol, Eng., Missing. 615 tons. Value of vessel and cargo \$78,000.

Nov. 29. Rose Standish, fr. N. Orleans to Gotienburg, stranded near Tonsberg.

Dec. 16. Sarah Boyd, Percy, ashore at Girgenti, total wreck; crew saved. Value \$10,000.

Dec. 19. Caspian, fr. N. Orleans to Boston, lost on the reefs W. of Bahia Honda. Value \$225,000.

Dec. 20. Inca, fr. N. Orleans, wrecked on the Riding Rocks; 592 tons; cargo cotton. Value \$128,000.

Dec. 30. Jane H. Glidden, of Boston, fr. St. Stephen to Liverpool, waterlogged and abandoned at sea; crew brought in to N. Y. 710 tons. Value \$30,000.

Jan. 4. Ophir, fr. N. Y. to N. Orleans, went ashore on the Gingerbread Shoal, Total loss; crew and passengers saved. 438 tons. Value \$117,000.

Jan. 8. Hualco, of Belfast, to N. Orleans, struck a rock and sunk; crew saved, 1085 tons. Value \$60,000.

Jan. 10. Franklin King, fr. N. Y. to Liverpool, abandoned at sea. Captain and crew brought to N. Y. 1107 tons. Value \$160,000.

Jan. 10. James Buchanan, fr. Liverpool to Mobile, ashore near Dungarvon harbor, total loss, 1400 tons. Value \$75,000.

Jan. 12. Tanisoot, fr. N. Orleans to Liverpool, wrecked on the Grand Bahamas, total loss. 1147 tons. Value \$35,000.

Jan. 12. Margaretta, Davis, fr. Shields, to N. Y., wrecked at sea. Captain and crew taken off and brought to N. Y. 533 tons. Value \$35,000.

Jan. 18. Orissa, of Boston, Scars, ashore on Cohasset Beach; mate and three of the crew drowned. Capt. passengers and rest of crew saved. 535 tons. Value \$95,000.

Jan. 19. Crown, (British,) ashore near Cape Florida, bilged. Value \$250,000.

Jan. 23. Irene, fr. Liverpool to N. Y., ashore at Moriches, L. I., with large and valuable cargo. 1300 tons. Value \$210,000.

— Northern Belle, fr. N. Y. to London, wrecked near Margate, Eng. 1100 tons. Value \$129,000.

— Rover's Bride, fr. Savannah to Liverpool, abandoned at sea. 383 tons. Value \$50,000.

— Nauticon, (whaler,) lost at Honolulu. Value \$60,000.

— Welsford, (British,) lost at Cape Race. Value \$20,000.

— Garrick, of N. Y., ashore near Cardiff. 835 tons. Value \$36,000.

— Capitol, Folke, fr. Baltimore to Liverpool, abandoned at sea in sinking condition. Crew brought to N. Y. 685 tons. Value \$95,000.

— California, of Gloucester, wrecked on Cohasset Rocks. 369 tons. Value \$20,000.

— Confederation, ashore at Liverpool, probably a total wreck; crew saved. 1126 tons. Value \$170,000.

— C. S. Fletcher, fr. Cardiff to N. Orleans. Value \$40,000.

— Hezekiah Williams, of Castine, wrecked at Port Joli on her first voyage. 1000 tons. Value \$55,000.

— John Miller, (British,) Bell, fr. Newry, Ireland, wrecked below Savannah, total loss, crew saved.

— Constantine, fr. Baltimore, for London, missing. Value \$70,000.

BARKS.

Sept 3. Livorna, of Thomaston, Montgomery, fr. N. Orleans, for Rochelle, missing. Value \$30,000.

Oct. 8. Hesper, Briard, fr. Cronstadt to Boston, missing. 329 tons. Value \$15,000.

Nov. 10. Chieftain, Prince, at Bonaire, of and for Portland, missing. Value \$10,000.

Dec. 11. Roger Stewart, (British,) Fraser, fr. Pictou to Boston, struck a ledge and bilged.

Dec. 28. British Merchant, fr. Alexandria, E., to N. Y., on ledge off Bermuda. Value \$18,000.

Jan. 10. Thetis, (British,) fr. Mosquito Is., to London, waterlogged. Four men washed overboard, and three died from starvation and drinking salt water, Capt. and rest of crew brought into N. Y.

Jan. 14. Kilby, fr. Shields, wrecked on Godwin Sands, crew landed at Ramsgate, 474 tons. Value \$12,000.

Jan. 16. Byron, fr. Cardenas, cut thro' by ice on the Inner Middle Ground. Value \$14,000.

Jan. 17. Harriet E. Churchill, fr. Frankfort, ashore near Cardenas Bay, probably a total loss. 705 tons. Value of vessel \$40,000.

Jan. 18. Tedesco, fr. Cadiz to Boston, went ashore on Swampscott. Vessel, cargo, and all hands lost. 396 tons. Value \$16,000.

Jan. 19. New Empire fr. Mobile to Boston, on the Black Ledge, bilged; one man drowned, one had a leg broken, one an arm broken. 476 tons. Value \$97,000.

Jan. 24. Helen F. Ryder, fr. Jacksonville to N. Y., dismantled and wrecked at sea; crew taken off and brought to Portsmouth. 195 tons. Value \$12,000.

Jan. 24. Maria Hersey, fr. Cardenas to Phila., full of water and abandoned. 195 tons. Value of vessel \$9,000.

— Sarah Boyd, fr. Girgenti to U. S., ashore at Girgenti, 350 tons. Value \$10,000.

— Tammany, fr. Phila. to Glasgow, abandoned at sea. 330 tons. Value \$50,000.

— Lizzie T. Nichols, wrecked in Gibraltar Bay. 285 tons. Value \$25,500.

— E. A. Cochrane, fr. Apalachicola to Boston. Value \$50,000.

— Whaling bark Italy, of Greenport, supposed to be lost in Kodiak Sea. Value \$20,000.

— Oriental, of Boston, fr. Batavia to Penang. 417 tons. Value \$26,000.

BRIGS.

Nov. 5. Twilight, Stackhouse, left Curacao for N. Y., spoken Dec. 13; missing. Value \$12,000.

Nov. 22. Fawn, fr. San Francisco, capsized near Umpqua River. Value \$65,000.

Dec. 10. Zoroaster, fr. N. Orleans, with laborers and provisions for Tehuantepec Road Co., totally lost. All the laborers saved, crew perished. Value \$2,500.

Dec. 12. Wm. Skinner, of Baltimore, wrecked at Spanish Cay, Abaco. Capt. and crew saved. 359 tons. Value \$18,000.

Dec. 20. Nenuphar, fr. Vera Cruz to N.

Y., wrecked at V. C. Crew saved. 192 tons. Value \$20,000.

Dec. 20. Philura, Sprague, fr. Savannah to N. Y., dismantled and abandoned at sea. 198 tons. Value \$10,000.

Dec. 21. Dream, (British,) fr. St. John, N. B., to Matanzas, totally lost at Berry Island.

Dec. 22. Shackford, fr. Eastport to Phila., abandoned at sea. Crew saved. Value \$6,500.

Dec. 23. Wm. Heath, fr. Kingston to Ocho Rios, totally lost at Robin's Bay, Jamaica. Value \$10,000.

Dec. 26. Wm. Pitt, Kelly, fr. Phila., foundered at sea. Capt. and crew arr. at Mobile. 174 tons. Value \$12,000.

Dec. 29. Auburn, of St. John's, fr. Phila. to Jamaica, dismantled and abandoned. Capt. Ellingwood, wife, child, officers and crew brought to New York. Value \$6,000.

Brig Mary Gray, left Charleston for Providence, Jan. 1, missing. 193 tons. Cargo of cotton worth \$40,000.

Jan. 6. B. M. Prescott, fr. Phila., ashore on Gull Island, Captain and crew saved. Value \$3,500.

Jan. 9. Wm. D. Shultz, of Eastport, abandoned 70 miles E.S.E. of Cape Henry, Captain and crew saved. 171 tons. Value \$50,000.

Jan. 10. Evergreen, fr. Philadelphia, for Sagua, lost on Somer's Shoal. Value \$12,000.

Jan. 11. Arcadian, of Portsmouth, ashore near Essex River. Value \$10,000.

Jan. 18. Judge Hathaway, fr. Aux Cayes to Boston, ashore on Cliff Point, Scituate, and bilged, one man drowned, the rest saved. 217 tons. Value \$18,000.

Jan. 19. Geneva, fr. Georgetown, S. C., to Boston, ashore on Scituate Beach. Capt., mate, and one man saved. Total wreck. Value \$4,000.

Jan. 19. Swan, fr. Cardenas to Boston, lost at Folly Cove, Gloucester. Crew saved. 255 tons. Value \$16,000.

Jan. 19. Abeona, Day, (British,) of and for Liverpool, N. S., wrecked at sea. Captain and crew taken off and brought into N. Y.

Jan. 20. Zoara fr. Darien to N. Y., dismantled and water logged. Captain and crew taken off and brought to N. Y. 190 tons. Value \$10,000.

Jan. 21. G. W. Russell, fr. Rio Grande to N. Y., in a sinking condition. Crew taken off and carried to Boston. Value \$14,000.

Jan. 24. Waverly, fr. Hayti to Boston, ashore at Cape Ann, bilged. 194 tons. Value \$28,000.

Jan. 25. Florinda, Gaul, fr. Gonaives to Boston, in a sinking condition. Captain and crew taken off and brought into N. Y. 262 tons. Value of vessel \$8,000.

..... Yankee, fr. St. Domingo to Portland, ashore at Pasque Island, bilged and full of water. 210 tons. Value of vessel \$8,000.

..... Emeline, fr. Gonaives to N. Y., lost at the Highlands. 170 tons. Value \$16,000.

..... Tarry Not, of Boston, abandoned at sea.

..... Niagara, fr. Baltimore to N. Y., abandoned at sea. Crew brought to Stonington. Value \$12,500.

..... Wacissa, Elliott, sunk off Maracaibo. 75 tons. Value \$10,000.

..... Samuel Otis, fr. Savannah to St. Johns, N. B., struck on a ledge in Quoddy River and sunk. Value \$12,000.

..... Azof, (British,) fr. Shields to Boston wrecked in Cow Bay, N. S. 249 tons. Value \$12,000.

..... Wacissa, Ellis, fr. Curacao, to N. Y., sunk off Maria when 10 days out.

..... Lluvellon Condem, fr. Darien to Montevideo, totally lost at entrance to Rio Grande.

..... Willie, fr. Gonaives to N. Y., abandoned. Captain, wife, and 6 seamen taken off; badly frost-bitten, and suffering from hunger. 1800 tons. Value \$10,500.

..... Red Wing, abandoned. Value \$12,000.

..... Grandee, of Brookline, Me., abandoned. 158 tons. Value \$4,000.

..... Clyde, (British,) fr. Newfoundland to Halifax, abandoned. Value \$10,000.

..... Galveston, of Providence, ashore on the rocks of Neshawinna Is., total loss, 250 tons. Value of vessel \$12,000.

..... L. R. Palmer, of Belfast, abandoned. Captain, and crew taken to Hampton Roads. 198 tons. Value of vessel \$6,000.

..... Brig Carlann, fr. Jacksonville to N. Bedford, missing. Value \$7,000.

SCHOONERS.

Aug. 20. Alice, Prichett, of Baltimore, left Kingston, Ja., for N. Y. 125 tons. Value \$12,000.

Tryphena, fr. N. Y. to Southampton, sailed Oct. 11, missing. Value \$11,000.

Nov. 12. Schr. James & Samuel, of Great Egg Harbor, sailed from George town for Providence, missing.

Dec. 5. Schr. Tribune, Nickerson; sailed from Cotuit, missing.

Dec 9. Virginia Griffith, fr. Jamaica to Baltimore, foundered at sea. Crew taken to Havana. Value \$17,000.

Dec. 13. West Wind, fr. Baltimore to Boston, missing. Value 6,000 dols.

Dec. 14. Sarah and Emeline, Wilbur, fr. Petersburg to N. Y., abandoned. Captain, mate and two men saved. Value 12 200 dols.

Dec. 16. Jamestown, Latourette, fr. N. Orleans, missing. Value 10,000 dols.

Dec. 17. Times, fr. Norfolk to N. Y., ashore off Ocean View. Captain and cook perished. Value 5,000 dols.

Dec. 17. Relief, fr. Alexandria to Providence, in a sinking condition at sea. Crew saved. 148 tons. Value 5,800 d's.

Dec. 19. Barbara Ann, fr. Boston to Harbor Breton, totally wrecked in Sheet Harbor, crew saved. Value 4,000 dols.

Dec. 20. Laura Jane, Young, fr. Baltimore, missing.

Dec 20. Conquest, (British,) White, fr. Salem to Maitland, ashore near Vinalhaven, Me., crew saved. Value 10,000 d's

Dec. 21. White Swan, fr. St. Jago to Baltimore, dismasted at sea, Captain, crew, and passengers brought into N. Y. Value 20,000 dols.

Dec. 23. Sylvia, fr. Alexandria to N. Y. abandoned at sea. Captain and crew brought to Norfolk. 134 tons. Value of vessel 2,000 dols.

Dec 23. A. R. Shailer, fr. Baltimore to N. Y., missing. Value 5,000 dols.

Dec. 24. Frederic Wording, Ross, fr. Jamaica to Phila., sprung a leak and abandoned. Captain and crew carried to Del. Breakwater. Value 9,000 dols.

Dec. 27. George Maule, of Snow Hill, abandoned in Gulf Stream; Captain and crew saved; cargo 2700 bushels corn.

Dec. 28. Samuel Rankin, fr. Charleston to Boston, run into by ship Anna Sise, and abandoned; crew saved, 150 tons. Value 14,000 dols.

Dec. 28. U. D. Witherspoon, fr. Norfolk, missing. Value 7,500 dols.

Jan. 7. Mary E. Matthews, Foster, fr. Phila. to Mobile, in a sinking condition; Captain and crew taken off and brought into N. Y. Value 7,000 dols.

Jan. 10. Mary Charlotte fr. Baltimore to Boston, abandoned at sea. Crew brought to N. Y.; 120 tons. Value 4,000 dols.

Jan. 13. Abeona, fr. Key West to Baltimore, in a sinking condition. Captain and crew taken off and carried to Bermuda. Value of vessel 3,000 dols.

Jan. 14. Homer fr. Boston to N. Y., wrecked off Monomoy. Captain and crew left her for the light ship. Value 65,000 dols.

Jan. 14. Maria Henrietta (British) fr. St. John to Portland, wrecked near Cape Cod; crew taken to Boston. Value 8,000 dols.

Jan. 17. Vienna abandoned. Captain and crew taken off.

Jan. 17. Mary Stedman, Terry, fr. Georgetown, D. C. to N. Y., dismasted and abandoned; crew saved. Value of vessel 8,000 dolls.

Jan. 17. Golden Rule, Vancelaf fr. Baltimore to N. Y., sunk by the ice; 193 tons. Value 6,000 dolls.

Jan. 18. Donnetta ashore on Race Point. One man drowned.

Jan. 18. Cinderella of Gloucester, ashore on Point Gammon; value 2,000 dolls.

Jan. 19. Sarah of Beverly ashore near Race Point; value 2,000 dolls.

Jan. 19. Estella fr. Princetown to N. Y., ashore at Succonesset Point. Loss 6,000 dolls.

— Dr. Bailey, fr N. Y. to Virginia, ashore below Cape Henlopen; crew saved.

Jan. 19. Harp, of Rockport, ashore at Cape Ann; 49 tons; value 800 dolls.

Jan. 19. Return (British) fr. Cornwallis to Boston, went upon the rocks and bilged; value 2,000 dolls.

Jan. 20. Trader, Davis, of Rockland, loaded with lime, stripped and is filled with water; crew saved; value 3,000 dolls.

Jan. 20. Ann Eliz. Cake, Higby, fr. Swansboro, N. C. to N. Y., wrecked at sea; Captain and crew taken off and brought to N. Y; value 6,000 dolls.

Jan. 20. Cernauckut fr. Plymouth to N. Y., abandoned in the ice off Nantucket; value 3,000 dolls.

Jan. 20. Arabella, of Absecom, drifted to sea; value 3,500 dolls.

Jan. 20. Isaac G. Garmel, fr. N. Y. to Virginia, drifted to sea; value 3,000 dolls.

Jan. 20. John H. Wilson fr. Wilmington to N. Y., waterlogged and abandoned; crew arrived at Beaufort, S. C; 422 tons; value 8,000 dolls.

Jan. 20. Reynard, fr. Jacksonville to Phila., fallen in with in a sinking condition,

Jan. 21. Denmark, fr. ——— to N. Y., dismasted and abandoned; crew brought to N. Y., 127 tons; value of vessel 4,000 dolls.

Jan. 21. Enoch French, Lewis, fr. Baltimore to Boston, leaking badly, abandoned; Captain and crew brought to N. Y; 185 tons; value of vessel 10,000 dolls.

Jan. 22. Michael Hendren, of Norfolk, on shore at Little Island; Captain perished; value 2,000 dolls.

Jan. 26. Major Donelson, fr Baltimore to N. Y., in a sinking condition; Captain Speed and crew taken off and carried to Boston; 160 tons.

Jan. 27. Wm. P. Buckman, fr. Balti-

more to Eastport, wrecked at sea and abandoned; Captain and crew brought into N. Y., 94 tons; value 6,600 dolls.

— Pomena, from Granville, ashore near Sandy Cove; crew and rigging saved.

— Linnet, from St. John, N. B., lost 3 miles from Dighty Gut; the bodies of three of the crew washed ashore.

— Henrietta, of New Bedford, lost; 147 tons; cargo, 190 tons, coal; crew saved.

— John Forsyth, fr James River to N. Y., cut through by ice and sunk off Jamestown; crew saved; value 16,000.

— Benevolence, drifted fr. Chebague Island; it is feared she is lost with all on board; value 3,000 dolls.

— T. C. Sawyer, missing.

— Joven Maria (Mexican) wrecked; crew saved; value 55,000 dolls.

— Milwaukie from Bucksport, sunk off Great Round Shoal; value 9,000 dolls.

.... John B. of Rockland abandoned at sea; 65 tons; value 4,000 dolls.

.... Cremona, Potter, fr. Philadelphia, missing.

.... Sarah C. Ingle, fr. Mauricetown, abandoned at sea; Captain Peterson and crew brought to N. Y.; 138 tons; value 15,000 dolls.

.... J. G. Heckscher, fr. N. Y. to London, abandoned at sea; crew arrived safe at Anguilla; 393 tons; value 70,000 dolls.

.... Jessie Ann, (British) fr. Boston to Charlottetown, wrecked near Yarmouth; 80 tons; loss to cargo 7,000 dolls.

.... John A. Roach, fr Phila. to Salem, sunk at the mouth of Vineyard Sound; value 13,000 dolls.

.... Worth, abandoned at sea, 278 tons Value 13,000 dolls.

.... Bonita, fr Eastport to Alexandria, ashore on Race Point, total wreck, master badly froken; 140 tons; value 6,000 dolls.

.... Splendid, abandoned; 150 tons; value 1,000 dolls.

.... Joseph Francis, abandoned; 150 tons; value 5000 dolls.

.... J. S. Fickett, fr. James River to Phila., abandoned; Captain and crew brought to N. Y.; 69 tons; value 2,500 dolls.

.... Ella Simmons, fr N. Y. to Jacksonville, ashore in Chisapeake Bay; value 14,000 dolls.

.... Music, Neale, fr ——— to Washington, D. C., wrecked at sea; Captain and crew picked up and carried to Norfolk; 285 tons; value 13,700 dolls.

.... Jessurun fr. Boston to Charlotte-town; value 10,000.

M. Platt, fr Newbern to N. Y.; value 19,000 dol's.

.... Rough and Ready, fr Southport to N. Y.; value 3,000 dol's.

.... Sarah Higbee, fr Alexandria to N. Y., abandoned; value 2,000 dols.

.... Standard, fr E. Florida to N. Y., abandoned; value 17,000 dol's.

SLOOPS.

Nov 21. Cornelia, Jennette fr N. Y. to Virginia, missing,

Dec. 15. Clinton, from Somerset, ashore on Brenton Reef, near Newport; lost.

Dec. 23. Trustee, Deets, of Camden, N. J., abandoned at sea; crew brought to N. Orleans; value 1,000 dol's.

SUMMARY.

Ships	31	Agg. Value	\$2,876,355
Barks	19	" "	507,970
Brigs	100	" "	583,646
Schooners	72	" "	746,438
Sloops	3	" "	3,000
Total	165		4,717,409

The value of 138 vessels only are reported, amounting to 4,150,900 dollars. The 27 not reported are assumed to have the same average value as the others, making a total aggregate as above.

In addition to the above, we find reported the following minor disasters, viz: put into port in distress 65 vessels; loss of rigging, masts, &c, 63; cargo in part washed or thrown overboard 28; ashore 61; ashore and afterwards got off 43; cut through by ice 7; instances of collision 19; vessels on fire 5. The losses incurred by these disasters are not specified, and cannot be given even approximately. It may be safe to conjecture that they will at least equal whatever may have been saved from the 145 vessels and cargos reported as wrecked. Doubtless, also, as many more disasters occurring in January remain to be heard from, as are above reported prior to the last month. So that it seems a safe result to which we may come, that the whole aggregate of marine losses occasioned by the storms of that month, is not less than the amount above stated,—the unparalleled sum of FOUR MILLIONS SEVEN HUNDRED AND SEVENTEEN THOUSAND DOLLARS!

The British Wreck Register for 1855.

This important document has been published by the Board of Trade, and presented to both Houses of Parliament. The facts it discloses are very interesting in their character. The register proceeds to state that the total number of wrecks and casualties reported to have occurred to vessels on the coasts of the United Kingdom in 1855 is 1,141, representing a burden of 176,544 tons; 963 being British, 11 colonial, and 116 foreign, of which number were:

Totally lost by wreck,	272
Stranded and recovered,	246
Stranded, but whether total or partial loss not reported, . . .	167
Totally lost in collision,	55
Seriously damaged in collision, .	178
Slightly damaged in collision, .	14
Leaky and foundered,	49
Leaky and put back to discharge and repair,	47
Destroyed by fire,	14
Found "derelict,"	19
Dismasted and otherwise dam'd, .	49
Abandoned,	20
Capsized and sunk,	9
Seriously damaged by spontaneous combustion of cargo, .	2
Total,	1,141

Of these, 576 occurred on the east, 251 on the west, 117 on the south, and 127 on the Irish coast of Great Britain. 10 occurred off the Scilly Islands, 6 off the Channel Islands, and 34 off the Northern Islands, viz: Orkneys, Shetland, and Hebrides, 13 occurred off the Isle of Man, and 7 off the Lundy Island.—1,141.

Of the whole number of vessels wrecked or damaged, 541 were under 100 tons; 496 from 100 to 300; 67 from 300 to 600; 27 from 600 to 900; 4 from 900 to 1,200; 6 were 1,200 and upwards. 34 were steam vessels.

Number of wrecks in 1852, 1,015; in 1853, 832; in 1854, 987; in 1855, 1,141.

The number of lives reported as saved from wrecked vessels was: By luggagers and other small craft, 439; by assistance from shore with ropes, mortar apparatus, &c., 399; by ships and steam vessels, 290; by life-boats, 251; by individual exertion of a meritorious character, 9. Total, 1,388.

THE CABIN BOY.

We insert with pleasure the following letter from one who has been a "cabin boy," together with his enigma. We are glad that he has studied his geography so thoroughly. One thing however is to be regretted, that he does not like school as well as the fore-castle. Let him be diligent in his studies, and withal correct in his deportment, and he may graduate by and by, from school to the cabin and quarter-deck. We wish him all success in his efforts, and shall be pleased to hear from him again, and from all our young friends who have either been to sea or are interested in seamen.

W—, Jan. 16th, 1857.

DEAR SIR,—I send you an enigma to insert if it pleases you, simply because I am interested in your paper, I am now going to school; I have been to sea about five voyages, to Rio, Liverpool and Marseilles, New Orleans, and several other places. My father had command of the ship "Euroclydon," of Philadelphia, and he was lost at sea, being knocked over the rail by the spankerboom; my mother died soon after and my friends send me here to school, but I don't like it so well as I do a ship's fore-castle. If you accept the enigma, please send me a copy of your Magazine.

Yours, W. C. B.

GEOGRAPHICAL ENIGMA.

BY W. C. B.

I am composed of 22 letters.

My 2, 15, 20, 18, 8, is a town in Portugal.

My 4, 14, 7, 8, 3, 15, is an empire in Asia.

My 1, 9, 3, 17, 15, is an empire in Asia.

My 13, 6, 16, is a branch of the Mississippi river.

My 1, 15, 8, 4, 3, 15, 17, is a sea North of Persia.

My 15, 2, 20, 10, 6, 13, 3, 15, is a country in Africa.

My 18, 4, 21, 10, 7, is a mountain in Malaysia.

My 1, 18, 12, 15, 2, is a sea N. E. of Australia.

My 19, 22, 15, 21, is a territory of the United States.

My 22, 9, 19, 17, is a lake in Switzerland.

My 11, 18, 2, 15, 17, 16, is a country East of Prussia.

My whole is the name of a well known vessel.

A sailor being asked how he liked his bride, is reported to have remarked, "why, d'y'e see, I took her to be only half of me, as the parson says, but bless me, if she isn't twice as much as I. I'm only a tar—she's a tar-tar."

NEW-YORK, MARCH, 1857.

MOBILE BAY.

*Letter from Rev. S. J. Parker, M. D.,
Chaplain.*

DECEMBER 1, 1856.

A week ago last Sabbath morning I was called to see a pilot of the lower bar of the Bay. I found him very sick with an ordinary attack of headache, nausea, and disturbance of the liver, and made the usual prescription for the case. I left orders for the pilot boat to call again at night. But owing to his apparent comfort from the medicine, the boat went into "the Cove" without my seeing him. Tuesday I was called to "the Cove" to see him. I found the congestion of the liver relieved; but not of the stomach and bowels. I spent Tuesday night with him, and came back Wednesday to the ship. Thursday was called again, and on my arrival found him dying. In two hours he expired.—The next morning I held a service—a plain funeral service. Made remarks, and led in prayer.

Now all this is not very remarkable you will say. It is only so for the reason that you may not be aware of what "the Cove" is.

The Cove is on that tongue of land that forms the division between that part of Mobile Bay called *Bon-Secour* bay, and the Gulf of Mexico. The Mobile Bay light house is at one end of the tongue of land, and the other

is joined to the main land, some ten or fifteen miles towards Pensacola, Florida. Some four miles east of Mobile Light, is a fine sandy beach on the inner side of the bay, (eighty miles from the Bethel Ship). As you approach it from the water, a dozen good houses dot themselves in among the magnolias, the live oaks and other peculiar Southern trees; and the spreading palmetto expands its many and pointed leaves. The landscape is peculiar and very interesting. It is an ever-green spot; wanting only the bread fruit and cocoa nut trees to be like a South Sea Island. There on this spot most of the pilots have "squatted," for who owns the land no one knows. They hear the roar of the surf day and night outside, and watch the inbound ships and other sail; and see "the fleet" and outbound sail; and, sheltered by a reef of sand, anchor their sailing craft.

But removed from all but themselves, they have no religious meeting of any kind. So that when I tell you that this funeral service is probably the *only religious* meeting of any kind for three or four years; you will see the reason in part why I have told you so particularly about it.

Pilots so far as I am acquainted with them are gentlemen. They are a manly and noble feeling set of men. Their general morality (apart from

drinking), is unexceptionable. But they are sadly ignorant of religion; most boast of a sort of free thinking, just as though the devoted Christian was not the freest thinker in the world. Your Chaplain is pretty well convinced that he loves Christ, and I often tell them I am a great free thinker. Yes! I think so very freely, that I can't help but love Jesus, I tell them.

Another thing in the death of this Pilot. His name was God-bolt. I recollect that he once said to me "Doctor, my name is God-bolt; that is it, I do *bolt* from such a God as made this world." And then raising his hand up to the sky, uttered such blasphemy as I dare not write to you.— This was when I and he sat alone on the edge of the cock-pit of the pilot boat, and I attempted to speak of God and eternity to him. He at another time said, "death is the end of us. I shall die with the expectation that that is the end of me." But he found death another matter. He prayed in view of death, in that half praying and cursing manner that infidels of the south and west pray. I was once awakened on the Alabama river by a groan and a prayer, "God save this poor d——d sinner! Oh dear me! God save this sinner." The man was only slightly sick, he was gambling soon after he was able to walk the cabin.

The last things Mr. Godbolt said were of his family, of another world, and mingled fears and distresses. So died the intemperate infidel pilot.— Kind hearted, manly, good in many respects; yet led astray by intemperance, and ignorant of Jesus' love.

"The day I arrived a sailor spoke to me, "Doctor do you know me?" I replied, 'I cannot call you to mind.'—"I am one who attended your prayer

meeting on the Ship ———. We all recollected that meeting to the end of the voyage." Two others I have met who spoke of our last year's services.

The season has commenced and we need your prayers that so expensive a station as this may be the means of great good.

Yours &c.,

SAMUEL J. PARKER,
Mobile Bay Chaplain
and Physician.

ASPINWALL--PANAMA.

Letter from Rev. J. Rowell, Chaplain.

DEAR MAG.—

Is it time you had something to say about this Chaplaincy? I have not much to report as yet, for the reason that being for a whole month quite unsettled, I have not done much. Until last Sabbath I have had no place of worship, but have preached twice in my room at the residence of the officers of the Panama R. R. Co., twice at hotels in this city, one Sabbath at the island of Taboga, one at Panama, and on the last Sabbath, for the first time, I preached in the room which by the kindness of the R. R. Co., I am allowed to call for the present, my Bethel Chapel, or any other name I choose to, where, for months to come, I hope to dispense the word to many both of seamen and landsmen. About forty persons were present last Sabbath morning, which I suppose will be about the average number of attendants at the chapel for the present. On account of having no regular place of worship for about a month and a half, I have taken less pains to invite personally the officers and sailors of the various craft here to attend on Sabbath services than I should otherwise have done, and than I shall hope to do

in future. Yet some of these have always been present, and have been interesting, and seemingly interested auditors. I find that seamen will be far more accessible here than at Panama. Some vessels are lying at the wharves all the while, and the rest that are in port, lie so near the shore, that my little boat can very easily reach them.

In one month, reckoning from Nov. 15th, there have arrived at this port five vessels of war, four British steamships, five American do., six brigs, ten schooners, and one sloop. This is I suppose more than an average monthly number of arrivals, though perhaps not, if we except the vessels of war, and with these I have not had much to do thus far. The brigs are of about two hundred and fifty tons burden, and most of them are chartered or owned by the R. R. Co. The other vessels are of smaller capacity, and trade chiefly with England, New York and Jamaica.

By the kindness of the officers of the R. R. Co. and others, I am made very comfortable here,—have a pleasant room in a healthy locality, and receive kind and respectful treatment from all. All I need is grace to labor wisely and faithfully, and God's blessing on my labor.

J. R.

Aspinwall, Dec. 29, 1856.

MARSEILLES.

Letter from Rev. M. J. Mayers, Chaplain.

MARSEILLES, Dec. 6, 1856.

I have before stated that the Sailor's Home is chiefly frequented by American seamen, they being more accustomed to such boarding houses than the English, and being of more temperate and sober habits. We have ordinarily from 20 to 30 seamen in the Home, of whom invariably two-thirds

are Americans. I am not exaggerating when I say that, within the year which is now about to expire, I have given accommodation to at least 500 American seamen. You will observe that all the large clippers such as the Great Republic, the Queen of Clippers, the Ocean Herald, the Monarch of the Sea, the Titan, and the White Falcon, beside many others, were employed by the French Government in the transport service, besides the 20 or 30 ordinary merchant ships which are usually in this port, and consequently a vast number of seamen from your country have been thrown into this port, and found shelter and religious instruction in the Home. A few months ago a New York merchant, living in Brooklyn, named W——, a man of great piety, was here, who visited the Home and addressed the seamen chiefly American one Sabbath evening. I have to contend with uncommon difficulties raised by the publicans and crimps, to counteract these designs, and I have been obliged to make many sacrifices, and shelter many of the seamen gratuitously. The expense from the high price of provisions now universal throughout Europe, has proved very burdensome to me.

I visit at present daily a sick seaman named A—— B——, of Bristol, Maine, who is confined to the hospital with grievous sickness. He was brought up a Wesleyan and had knowledge, but has fallen into fearful acts of sin. I will write to you more about him in my next.

Ever yours most affectionately,

M. JOHN MAYERS.

Lieut. Maury says that the average number of shipwrecks during the winter is about one American vessel for every eight hours !

THE SEAMEN HAVE LOST A FRIEND.

JOSEPH HOWARD was a native of Salem, Mass. In early life he became a follower of Christ, and united with the "Tabernacle Church," under the pastoral care of Rev. Dr. Worcester, and became one of its most efficient and respected officers. His house was the home of a large christian hospitality, the place for mutual counsel and prayer in originating plans of christian beneficence, and where "the man of God" was sure to find "a little chamber" furnished with "a bed and a table, and a stool and a candlestick." Here the first band of missionaries from this country to the heathen, held their farewell prayer meeting before sailing.

He was a shipping merchant, engaged chiefly in the South American trade; had much intercourse with seamen; appreciated their character, influence and claims; and felt, as a practical man, that if we would christianize the heathen we must christianize the *men* who go freighted with *blessings*, or curses to every pagan port.

In October, 1828, he removed to this city, and engaged in the Commission business; bringing with him the accumulated capital of character and influence, created in doing good to seamen and landsmen, during forty-eight years of his life.

The American Seamen's Friend Society, formed two years before, had now just been reorganized, and made choice of him as member of its first Board of Directors. A few of that Board still remain, and remember the zeal he manifested in distributing a religious literature among the sailors on shipboard and on shore, and how assiduously he labored to bring them to respect themselves, and love their Redeemer. In 1847 he embarked earnestly in the business of navigating

the ocean by steam, and was connected with it the remainder of his life.

In Brooklyn, the place of his residence, he was some years an officer in the third Presbyterian church.

In all the relations of life, in the family, in the church, and in the counting room, he was the true man, the consistent Christian, the constant friend of every good work. When such a man falls we feel that a fruitful and favorite tree in the garden of God has been laid in the dust. In him the seamen, to say nothing of others, have lost a true friend. *He prayed for them* without waiting for the admonitions of the terrible storm to remind him that they might be suddenly summoned into eternity, unconverted, unsanctified, unsaved. He departed this life aged 77 years, on Saturday evening, Jan. 24, 1857, to spend an endless Sabbath in the kingdom of God. His *peaceful end* was a fit termination of a long life of usefulness, and a precious prelude of his unending blessedness.

J. S.

A SAILOR'S GENEROSITY.

We have been shown an interesting letter addressed by a pious sea Captain to Rev. Mr. Baldwin, Sec'y of the Society for the aid of Western Colleges, offering to pay to said society one hundred dollars annually for three years to aid in the education of a young man for the ministry. "I have always felt," he says, "since I gave myself to God that all I have is his. I consecrated my son to God in baptism and hoped and prayed that God would use him for the gospel ministry. But he has seen fit to disappoint me, so I am willing to help educate other young men, so that *their* pious fathers may rejoice in seeing their sons placed in the sacred office." The letter concludes with the following touching request. "Now I

have one request to make to you and to all the pious young men of the College, and to your Society at their meeting in Bridgeport ;—it is that you and they will remember my dear son in prayer that God will have mercy on him and convert him to Christ.”

What pious seaman, or friend of seamen will not feel this appeal of that generous Christian father, and delight to join his prayers to his that the great blessing he so much desires may be granted him ?

REVIVAL AMONG SEAMEN IN NEW YORK.

We are happy to be able to state that a pleasing work of grace has been in progress for some weeks past among the seamen in this city. A considerable number have united with the Mariner's Church under the ministry of the Rev. C. J. Jones, on profession of faith ; and others with the Chapel on Cherry Street, Rev. Mr. Corbitt, pastor. The weekly prayer meetings at the Sailor's Home have been attended with much interest, and some twenty or more have been hopefully converted in that institution. This work of grace continues, and it is hoped will pervade the great body of sailors in this port. It is one of the encouragements afforded to the friends of seamen to labor in their behalf ; and we bespeak the prayers of the churches for the continued outpouring of the Spirit of God on this most interesting and needy class of men.

MARINERS' CHURCH SABBATH SCHOOL.

We have been favored with a perusal of the annual report of the Superintendent Mr. Holmes, from which we learn that this School is in a very flourishing condition, having at present an average attendance of 150 to 175

members, most of them connected with the families of seamen. Several hopeful conversions have taken place in the School during the year. They have a body of efficient and faithful teachers who are doing here a good work.

It will interest the stockholders of the missionary ship, the “Morning Star,” to know that a very fine telescope was purchased for that vessel by this Sabbath School. A handsome inscription was engraved upon it.

Besides the amount paid for this telescope the School contributed \$50 to the Am. S. S. Union, and a considerable sum for books, papers, stores and clothing for the poor. This institution is furnishing instruction to the children of many poor families dwelling in its vicinity. The whole amount of its contributions for the year was \$140. How many Schools far more able than this have done so well ?

TO THE MERCHANTS OF NEW YORK.

—The undersigned Committee of the Port Society having charge of the Mariners' Church, corner of Madison and Catharine streets, and sustaining other missionary labors among seamen of this port, beg leave respectfully to state to the public that the Board of Directors, feeling the great importance to the accomplishment of the work which Divine Providence has placed in our hands, that the debt now existing on the church edifice, amounting to about \$14,000, and which is a great source of embarrassment to our labors, should be removed ; and confident that the merchants of New York, who are so deeply interested in all that concerns the welfare of our numerous seamen, will respond to an application for this purpose, have authorized our Recording Secretary, L. P. Hubbard, to solicit donations, and earnestly request for him a kind reception.

ANSON G. PHELPS,
S. N. STEBBINS.

ITEMS.

We learn from the *N. B. Mercury* that the annual meeting of the New Bedford Port Society has just been held. Its receipts for the past year were \$1,244.07; expenditures \$1,264.67. 137 ships sailing from that port with 3,048 seamen, have been supplied with Bibles, tracts and religious papers by the Society. Wm. H. Taylor Esq., was elected President, and J. F. Emerson, Cor. Sec. The shipowners of N. Bedford have renewed their subscription for five years of one cent per ton on each ship,—an example worthy of imitation elsewhere. The Society is in a flourishing condition, and great good is effected by the Sailor's Home, and the Seamen's Bethel. Rev. M. G. Howe, Chaplain.

Peter Falcon of Cohasset, during the late terrible storms, saved the lives of eleven shipwrecked seamen. Although strongly urged not to leave the shore, he fastened his life preservers upon his knees and went upon the ice upwards of a quarter of a mile to the bark *New Empire* and ship *California*, wrecked on the coast and rescued the lives of eleven men.

A channel 85 feet wide was cut in the ice through Boston harbor, through which the *Arabia* recently came to her dock. A Herculean feat.

The London *Athenaeum* states that the Queen has commissioned Mr. Wm. Simpson, the artist of the Crimean War, to paint for her private gallery a picture of the "Reception" on board the *Resolute*, a very graceful memorial of a most noble act of international courtesy. The picture, which will include portraits of the various members of the royal family, and of Captain HARTSTEIN and the American officers and the American Consul, will be engraved, and will unquestionably prove popular on both sides of the Atlantic.

SHIP BUILDING AT NEW YORK.—

During the past year there were launched at New York 12 steamers, 11 ships 12 barks, and 20 others, with an aggregate tonnage of 15,620 tons; while there are on the stocks 6 steamers, 3 ships, 3 barks, and 9 others, whose aggregate tonnage will amount to 17,150 tons. This result shows an increase in the amount of tonnage launched, of 6,038 tons over the year 1855; while the tonnage of vessels now on the stocks is 6,145 tons less than at the same time last year.

A Schenectady editor, describing the effects of a squall on a canal boat says:—"When the gale was at its highest, the unfortunate craft keeled to the larboard, and the captain and another cask of brandy rolled overboard and were both lost."

It is said that the British Government intend fitting out three expeditions to seek for the remains of Sir John Franklin's party. One is to go by the way of Behring's Straits; one overland; and the other by Davis's and Baffin's Bay.

MAMMOTH STEAMSHIP.—The Great Eastern steamship, which at some indefinite period is expected to arrive at Portland, Me., exceeds the length of Noah's Ark 230 feet, and that of the steamship *Persia*, the largest steamship yet afloat, 310 feet. The wharves erecting for her accommodation at Fish Point, Portland, are expected to be completed next June.

The great snow storm of January, according to returns collated by Lieut. Maury, commenced in North Carolina about 9 o'clock P. M. of the 17th, and advanced in the face of a furious N.E. gale to Nova Scotia. It reached Washington in 4 hours, New York in 18, and Portland in 26—arriving at the latter place at 10 P. M. of the 18th. The fury of the storm has not been

equalled for many years. Had the system of weather reports which he has recommended been established, notice he thinks might have been sent forward by telegraph from the South of the approach of the storm, in time to have prevented many disasters, and much loss of life and property.

Lieut. Maury proposes soon to publish a chart of this storm, with statistics pertaining to it.

Rev. J. B. Ripley, Pastor of the Eastburn Mariner's Church, Philadelphia, has lately received as a present from Mr. John Smith, one of his congregation, a beautiful cane made from one of the timbers of the Alliance, the vessel which brought La Fayette to this country, and was afterwards one of the fleet of the invincible Paul Jones. The head of the cane is of pure white ivory, having neatly carved around it the dragon flag of the Colonies, and on the top an anchor—all the workmanship of the donor. A graceful tribute to a worthy man, and true sailor's friend.

The number of letters carried by the New York and Liverpool steamers in 1856 was five million five hundred and five thousand and fifty-eight.

Long Island Sound has been frozen over the present winter through its whole extent. For the first time in the memory of man the Conn. River and the Sound have been connected by solid ice.

"SOMETHING TO MAKE IT FLY."—We have heard of a woman in Jamaica who was very fond of going to missionary meetings, and singing, with great apparent zeal and fervor—

"Fly abroad, thou mighty gospel!"

but whenever the plates went round, she always sung with her eyes fixed upon the ceiling. On one occasion, however, a negro gave her a push with the plate, and said, "Sissy, it no use for you to sing. 'Fly 'broad mighty

gospel,' with your eyes fixed on the corner of the ceiling; it no use to sing, 'Fly 'broad,' at all, unless you give something to make it 'fly'!"

The Nautical Magazine and Naval Journal for Feb. has its usual interesting and valuable miscellany relating to nautical affairs.

APPRENTICES IN THE NAVY.—A correspondent requests information in respect to the regulations of the apprenticeship system in the Navy. We would refer him to the Sailor's Magazine for October, 1855, where those regulations are given in full under the signature of Secretary Dobbin.

PAYING FOR THE PITCHER. Dr. Adam Clarke was preaching to a large congregation in Ireland, and after dwelling in glowing terms on the freeness of the Gospel, and telling them that the water of life could be had "without money and without price." At the conclusion of the sermon a person announced that a collection would be made to support the Gospel in foreign parts. This announcement disconcerted the worthy doctor, who afterward related the circumstance to the lady of the house where he was staying. "True, doctor," replied the hostess, "the water of life is free, 'without money and without price,' but they must pay for the pitchers to carry it in." The conclusion of this anecdote was followed by cheerful smiles and clapping of hands, and the children showed that they understood its import by the readiness with which they contributed to the collection.

If you your lips
Would keep from slips,
Five things observe with care—
Of whom you speak,
To whom you speak,
And how, and when, and where.

The following verse contains a moral which it would be well for all of us to inscribe upon our phylacteries :

There is a thief that walks the world,
In the quick noon-day and starless d rk,
Protean-like, now ringed and curled,
Ragged anon, and grim and stark;
And he plies his trade with a ceaseless skill,
Defiantly, warily, working ill.
But I trow the charm
Will keep you from harm,
If scored in your memory ever:
Who walks in the street of *By-and-by*,
Will stop in the house of *Never*.

He who gladly hears the Word of God, may know of a surety that he is receiving golden ornaments for his soul from the fatherland of Paradise.

—*Cesarius*.

RECEIPTS.

From Jan. 15th to Feb. 15th, 1857.

Directors for life by the payment of Fifty Dollars.

Thomas Suffern, Jr. N. Y., by his Father, (balance) 30 00

Capt. Edw. B. Cobb, by Second Ref. Dutch Ch., Tarrytown, N. Y., (am't. ack'd below).

Rev. A. P. Buel, by Members of First Bap. Ch. Tarrytown, New York, 50 00

Members for life by the payment of Twenty Dollars.

A. Starkweather Lathrop, N. Y., by his Father, (am't ack. below).

Abram Storms, by second Ref. Dutch Ch., Tarrytown, N. Y., (am't ack. below).

Prof. Eldridge Smith, by Gentlemen of 2nd Cong. Soc.'y, Norwich, Ct., (am. ac. be.).

Rev. C. S. Sherman, by Cong. Soc., Naugatuck, Ct., 23 00

Mrs. Deborah Wilcox, by Ladies Sewing Soc., Pautucket, R. I., 20 00

John T. Terry, New York, 20 00
David Coggin, by Sab. School, Westhampton, Mass., (bal.), 6 65

Mrs. Martha A. Curtiss, by Cong'l Soc.'y, Sanbornton Bridge, (balance), 14 00

Rev. George Moore, by Cong. Soc., Andover Mass., 28 50

Mrs. Sarah A. Moore, do. do., 28 50

Rev. Caleb E. Fisher, by Free Ch., Andover, Mss., (in pa.), 18 42

Donations.

Con. Ch., Mystic Bridge, Ct., 13 42

Thirteenth st. Pres. Ch., N. Y., 106 00

Benev. Soc. 1st Par., Saco, Me., 50 59

Pres. Ch., Conn. Farms, N. J., 14 58

Seventh Pres. Ch., New York, 40 37

Second Ref. Dutch Ch., Tarrytown, N. Y., 86 50

Rev. Chas. C. Dowling, N. Y., 2 00

Ladies of 2d Con. Soc., Norwich, Ct., 75 00

Gentlemen of do. do., 50 00

Ref. Dutch Ch., Washington Square, New York, 123 42

Pres. Ch., Fourth Av., N. Y., 93 22

Mrs. G. Fowler, New York, 1 00

S. School, First Par. Con. Soc., Bangor, Me., 42 00

Con. Soc., Brewer, Me., 10 00

Pres. Ch., N. Granville, N. Y., 7 48

Twentieth St. Con. Soc., N. Y., (including subscriptions), 37 18

Edward J. Woolsey, N. Y., 100 00

Ladies Ben. Soc., Bar'gton, R. I., 12 00

Eirst Con. Soc., E. Haddam, Ct., 15 31

Con. Soc., Wheatland, Mich., 5 00

Ref. Dutch Ch., Astoria, N. Y., 50 00

Knickerbocker, New York, 1 00

Broadway Tabernacle, N. Y., (including subscription), 96 00

Washington Ryan, Portl'd, Me. 5 00

Young Ladies Sewing Cir., and others, Castine, Me., 100 00

R. Campbell, Augusta, Geo., 20 00

Unitarian Ch., Rev. Dr. Farley, Brooklyn, N. Y., 367 89

S. School, N. Leominster, Mass. 5 81

First Con. Soc., Randolph, 29 37

Con. Soc., Ashby, 20 00

" " E. Douglass, 10 00

" " Franklin, 39 83

" " Holden, 25 00

First Con. Soc., Lowell, (add'l) 3 50

" " " Thetford, Vt., 11 75

Legacies.

The late Mrs. Abigail S. Richardson, of Templeton, Mass., Samuel Lee, Esq., Executor, with interest, 410 00

\$2,319 29

Sailor's Home, New York.

Mrs. L. C. McMahon, N. Milford, Ct. 1 pr. Sheets, 1 pr. Pillow Cases, 3

pr. Woolen Socks.

Gratia M. Merwin, do., 1 Bed Quilt.